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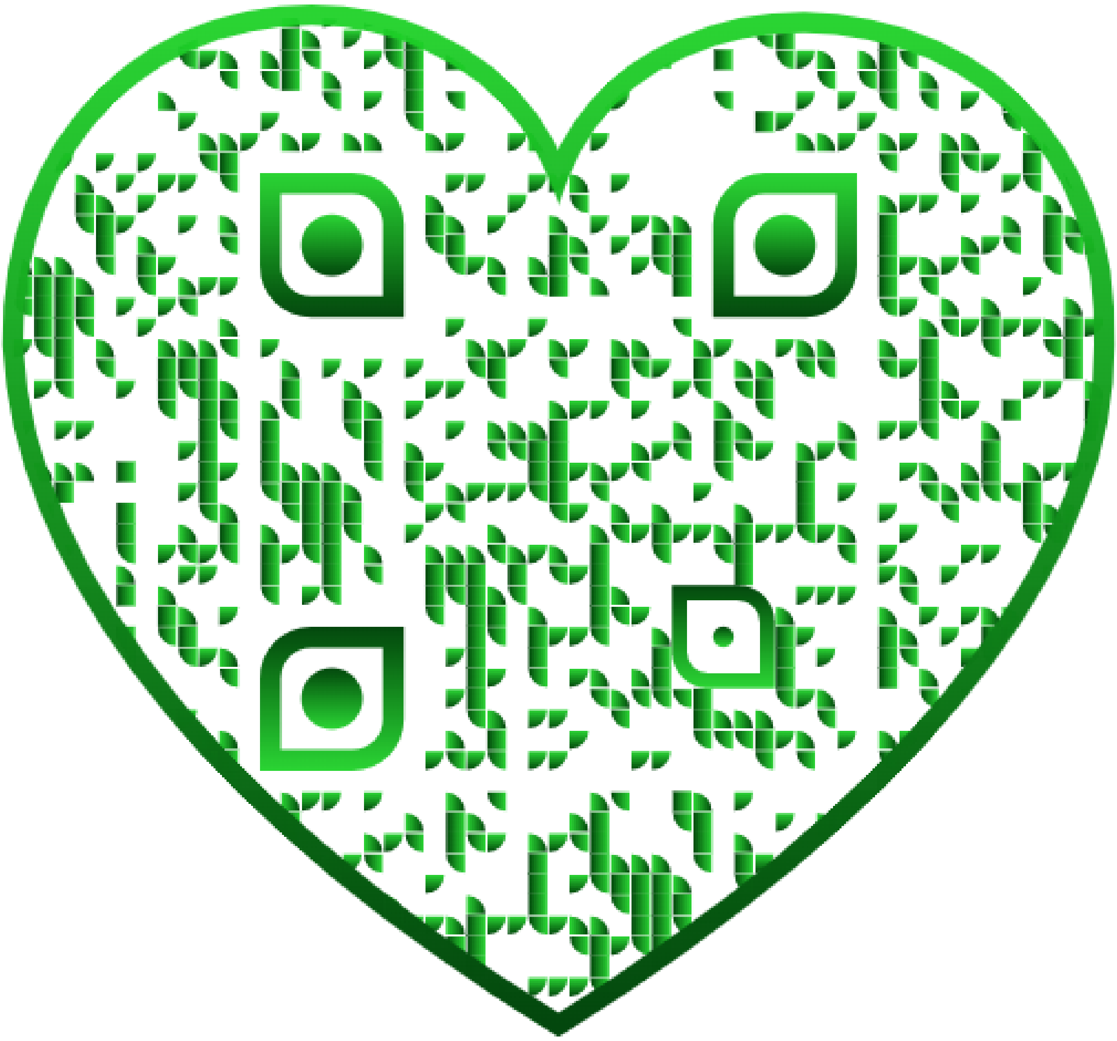

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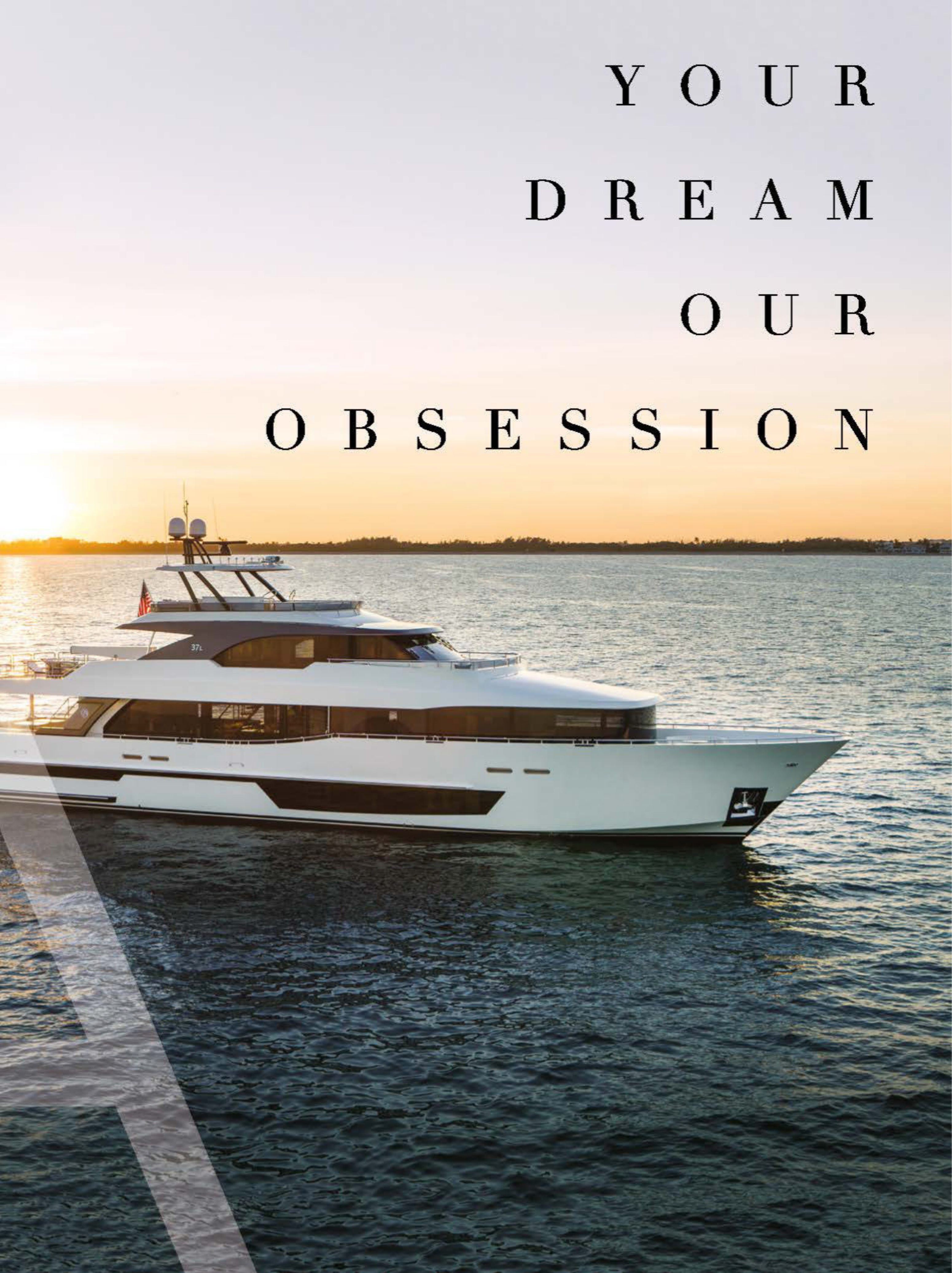

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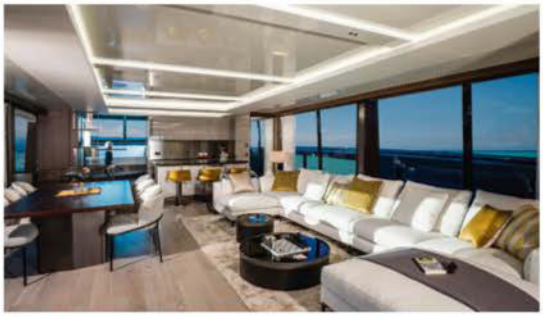

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Safety has been on my mind of late, and not just because the summer holiday weekends always bring the annual public-awareness press releases. The raising of the 184-foot *Bayesian* in June stirred so many emotions. It was crushing to see the nearly intact hull emerge from 164 feet of water nearly a year later, knowing the vessel took seven lives as it slipped below the surface (eight, including the diver who died during salvage operations). The preliminary report pointed to the freak weather that day as the primary cause. More will come to light as inspectors search the yacht now in the open air. Just a few days after *Bayesian* reappeared in the sunlight, I read about a Chris-Craft floundering in Lake Tahoe, again with a sudden and unpredictable weather pattern the most likely culprit. This time eight people died of drowning and exposure. The US Coast Guard reminds everyone that a life vest is the best way to avoid a tragedy. I balked last time I was made to wear one in the Sea of Cortez marine park, but nature has a way of reminding us who is in charge. And it's not us. Be careful out there.

PHOTOGRAPHY: RICARDO MEJIA

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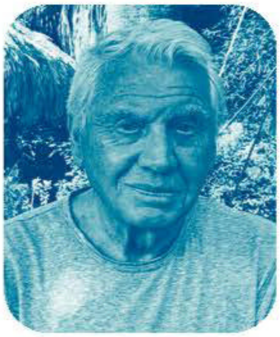

Don McCullin

Internationally acclaimed photographer Don has covered the major wars of the late 20th century, from Vietnam and the Six-Day War to the Cyprus conflict and Northern Ireland. He now mainly shoots the landscapes around his home in Somerset, England. For this issue, he joins wife Catherine to capture scenes from Oman (*page 126*).

Had you been to Oman before this trip?
Yes, with Catherine to Zighy Bay and on a dhow trip along the Musandam Peninsula.

What past work are you most proud of?
I loved shooting the ruined cities of antiquity: Palmyra, Mount Nemrut and Baalbek, for my last book *The Roman Conceit*.

What is the secret to capturing a powerful image?
Patience. Clouds. Early evening light for landscape. Getting closer for portraiture. Honesty and empathy — I don't believe in manipulating or staging the shot. It's about telling the truth.

What would you have done if you weren't a photographer?
I can't imagine not being a photographer, but becoming an archaeologist or pianist would be my chosen alternatives.

Steve Davis

Former managing editor of *Dockwalk* and until recently the editor of *Southern Boating* magazine, Fort Lauderdale-based Steve has sailed on boats from 12 to 180 feet and captained charters from Lake Tahoe to the Caribbean. In this issue, he looks at the causes of fire, his worst fear when on board (*page 80*).

What surprised you the most while researching this feature?
Social media has made us aware of the dangers of lithium-ion batteries, but they are no more to blame for an increase in onboard fires than other causes.

What has been your hairiest moment at sea?
I was on charter with a family of six when water began filling the engine room and the bilge pump wasn't keeping up. I had to call a mayday, but we made it back to the dock. It ended up that an exhaust hose had blown off.

What do you do to unwind in your free time?
I find solace when I'm around water, whether sitting on the shore looking over the horizon or paddleboarding; it's quiet solitude.

Catherine Fairweather

Specializing in travel, Catherine is an award-winning editor, author and podcaster. She hosts *The Third Act*, now in its fourth series. For this issue, she ventures to Oman to see its superyacht appeal (*page 126*).

What change in Oman struck you the most since you were last there a decade ago?
The mushrooming of big-brand lux resorts and the development of Muscat's wild coastline.

What's one thing you can't miss when in Oman?
The mind-blowing scale of the Sultan Qaboos Grand Mosque. As his personal gift to the nation, it's an incredible showcase for Omani and international artisanal ingenuity: there is sandstone carving from India, inlaid marbles from Italy, carpets handwoven in Iran and 600 Swarovski crystal pendants for the chandelier.

What is the most spectacular landscape you've ever seen?
The primary forests and untouched beaches of Principe, an island in the Gulf of Guinea.

Your pet hate when traveling?
People chewing gum on planes, trains and automobiles and Muzak in restaurants.

Terry Ward

Based in Florida, Terry writes for CNN, *National Geographic* and *Condé Nast Traveler*. She has dived and sailed on every continent except Antarctica. For this issue, she travels to Indonesia to meet the owners of *Celestia* (*page 50*).

What did you enjoy most about sailing on *Celestia*?
Sipping coffee in the morning on deck as volcanoes came soaring into view, and group dinners enjoying chef Wayan's incredible Balinese dishes.

What's been your biggest adventure?
Four months on a 37-foot Jeanneau, *Barba*, sailing the Norwegian coastline, from Stavanger to Tromsø, before circumnavigating Svalbard. I was one of five international crew on board and the lone woman and American. We went diving under icebergs, snorkeling under bird cliffs and kept at bay a persistent polar bear that wanted to join us on board one morning.

What is the most remote destination you've visited?
Perhaps Nuku Hiva in the Marquesas, where the Milky Way streak was as bright as the heavens get.

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On Board

REVEALING THE LATEST NEWS, TRENDS AND TECH

A busy charter season awaits the newly launched *Memories*

Making Memories

A brand-new 197-foot Limited Editions Amels 60 has embarked on its maiden voyage

The newest Amels left the Damen Yachting yard in June, just six months after her owners signed the purchase agreement. Started on spec as hull 6007, *Memories* is a sistership to *Come Together* (first in this semi-custom series) and *Entourage* (featured in *BOAT International US* August 2023).

The exterior is by Espen Øino (as are all the yachts in this series, introduced in 2019) and a modern interior is by Harrison Eidsgaard, marking the British studio's first new build Damen yacht. An eye-catching feature in the refined "beach house" is a sculptural spiral staircase with illuminated handrail.

Moran Yacht & Ship, which manages the yacht for charter, worked with Damen to make a few significant customizations for the owner, in the owner's area, the beach club, sundeck and bridge deck (now a cinema).

The yacht left the Netherlands straight to Ibiza and will head to the Caribbean and Bahamas in the winter where she will also be available for exclusive charters.

The next Amels 60 will be ready this fall.

PHOTOGRAPHY: TOM VAN OOSSANEN

EDITED BY Cecile Gauert

>>

News

Hinckley expands in Maryland / *Bayesian* salvaged from the sea floor
Savannah entices superyachts / brokerage market insights

Windy City makes headway in boating

A new destination for superyachts has opened in Chicago, at the historic Navy Pier. A long time in the making, the Navy Pier Marina is developer and boater Randy Podolsky's passion project. After its grand opening in June, the marina's first guest was the 78-foot Lazzara *Latitude*. However, yachts up to 183 feet in length can tie to its floating piers for day trips or overnight stays.

Big yachts have visited Chicago in the past, including the Feadship's *Rock.It* and *Blue Moon*, whose former owners had ties to Illinois, as well as the Hakvoort *Scout*, but this location puts yachts in the very heart of the action.

"I think it's a wonderful thing," Ron Cleveringa, senior vice president of Wisconsin-based Burger Boat Company, builder of many of the boats plying the Great Lakes, says of the new marina. "Its location is spectacular."

On August 21 to 24, Navy Pier Marina will host the Chicago International Boat Show. Meanwhile another event is shaping up for June 2026, at Burnham Harbor, farther south on the lakefront, where the Windy City Boat and Yacht Show is set to debut next year.

All of it is sure to put Chicago's lakefront on the map more than ever. *navypiermarina.com*

FAMILY JEWEL

The family-owned Delta Marine's latest launch is a 110-foot custom yacht in advanced composite, crafted for family time along the Pacific Northwest and in Alaska. The owners, who hail from the Pacific Northwest themselves, wanted a yacht they could operate with minimal crew to cruise the San Juan Islands, British Columbia and Alaska. *Vagabond*, so named for her ambitious cruising plans, will travel on a new double chine, semi-displacement hull Delta describes as "efficient, capable and quietly innovative." The yacht was designed to cruise at up to 14 knots and, when required, reach 27 knots. Equipped with the latest in gas exhaust management, *Vagabond* will meet full IMO III and EPA Tier 4 standards. *deltamarine.com*

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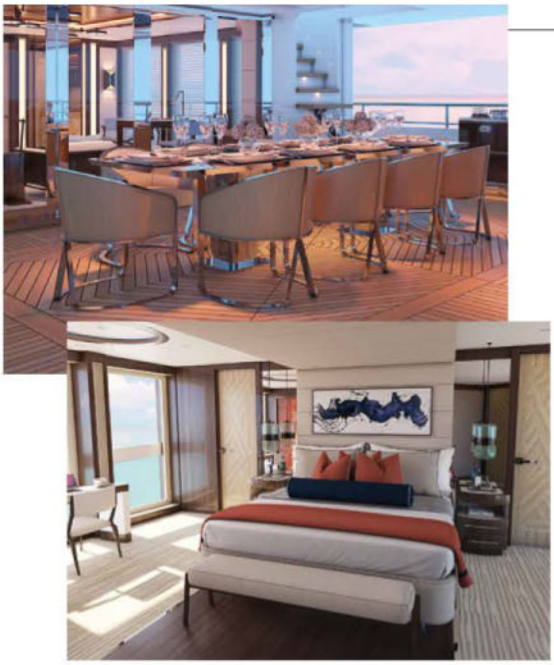
the gross tonnage of the 364-foot Oceanco Y728, one of the builder's biggest yachts by volume



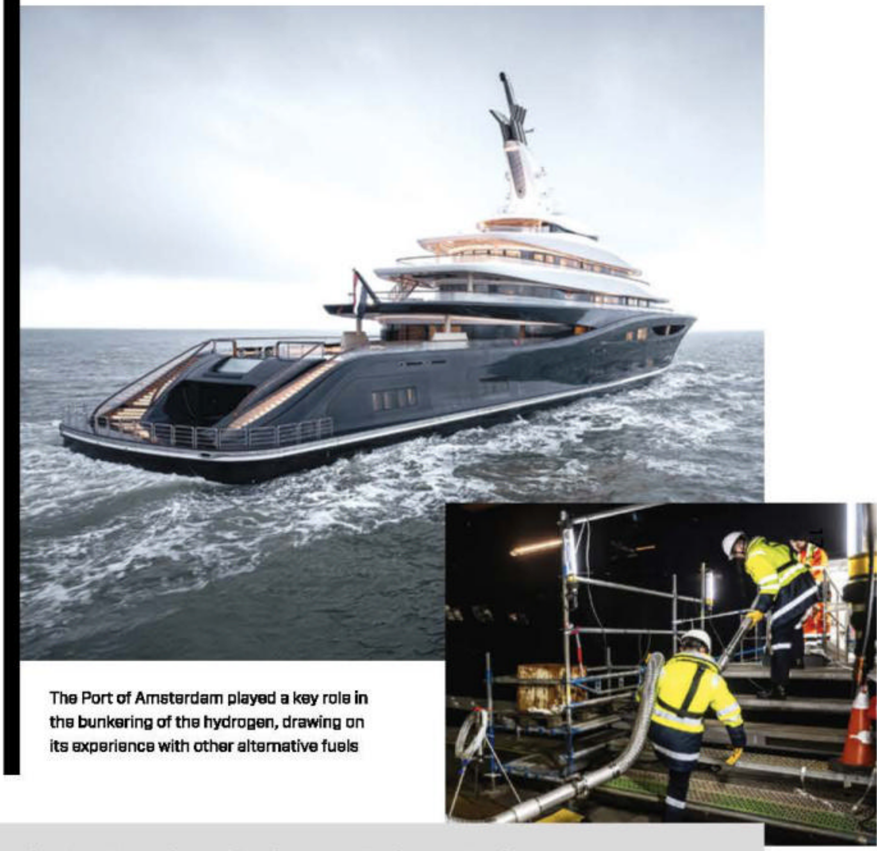
Tasty burger

Patrick Knowles Designs has worked with Burger Boat Company and naval architect Gregory C Marshall on the Burger 180 motor yacht under construction in Manitowoc, Wisconsin. Celebrating the good life, the PKD lifestyle concept builds on American design sensibilities with comfort, symmetry and balance of colors at the heart of commodious spaces filled with light. Approachable yet sophisticated, the decor uses contrasting woods, a material Patrick Knowles particularly likes, with marbles, plush carpets and plenty of glass. *patrickknowlesdesigns.com; burgerboat.com*

A REAL BREAKTHROUGH

One of the most discreet yet most talked about Feadship projects of the past few years, the 390-foot *Breakthrough* — the world's first fuel-cell powered yacht — is now officially the first superyacht to be supplied with liquid hydrogen. The unveiling took place in the Port of Amsterdam, in the Netherlands.

Breakthrough stores liquid hydrogen at below -253°C and uses a 3.2mW fuel cell to generate electricity for hotel load and coastal navigation. The chemical reaction involved produces only water as a by-product. *Breakthrough* is on the market now via Edmiston. *feadship.nl*



The Port of Amsterdam played a key role in the bunkering of the hydrogen, drawing on its experience with other alternative fuels

>> SP80's carbon boat, built by Persico Marine and rigged with a kite, recently reached 58 knots on its quest to better the speed sailing record of Vestas *Sailrocket 2* (68.01 knots) <<

SPOTLIGHT: NEW TO THE MARKET *Listings by Holly Margerrison*

LUNA

€270,000,000

Eastwind Yachts

The 375ft Lloyd Werft has a huge aft deck with a 40ft by 16ft pool surrounded by sunpads.

OCEANA

€8,750,000

Burgess

The 180ft Oceanfast's exterior lines and GA are the work of the late Jon Bannenberg.

FATIMA

€13,000,000

Ventura Yachts

The interior of the Riva 110 was created by her owner, Domenico Dolce of Dolce & Gabbana.

ABIDE

$8,500,000

Ocean Independence

Abide is a pedigree-built Dutch yacht that's been transformed thanks to a $6.6 million refit.

GIGIA

€168,000,000

Burgess

The interior of this 279ft Lürssen exceeds 2,850GT and features a private owner's deck.

PHOTOGRAPHY: FEADSHIP; GETTY IMAGES; WILLIAM P. WRIGHT; PORT OF AMSTERDAM

>>

Hinckley Yachts expands its footprint

CEO Gavin McClintock

> "AMERICAN OWNERS CARE ABOUT OWNING SOMETHING BEAUTIFUL, WELL MADE IN THE USA AND ENDURING"
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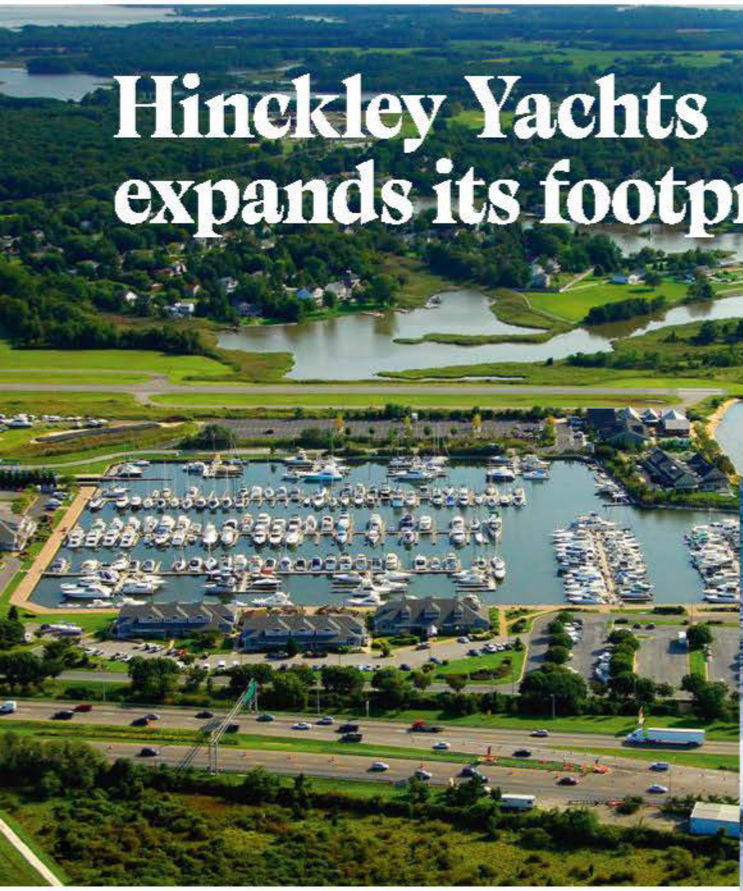


New facility Bay Bridge Marina (left), and the new Picnic Boat 39 (below)

Hinckley Yachts is ramping up its service presence along the East Coast while maintaining its small-batch, high-end production model. The Maine-based builder produces just 30 boats a year and has no plans to increase output. Scarcity helps Hinckleys retain their value.

"If you want a new Hinckley, you're going to wait at least two years," Scott Bryant, vice president of sales and marketing says. "We're not interested in building more."

Instead, the company is broadening its reach through service.

Last year, Hinckley welcomed Gavin McClintock (previously of Safe Harbor) as CEO. This year, the company added two Maryland-based facilities: Bay Bridge Marina in February and Campbell's Boatyard at Bachelor Point in May, now renamed Hinckley Bachelor Point. The move is part of a plan to create a "string of pearls" – a network of premium service centers along the East Coast.

"We're not trying to be the biggest," Bryant says. "We're focused on being the best."

On the product side, Hinckley will launch the Picnic 39 this fall. The new model introduces forward seating, a first for Hinckley's Picnic line. More than 20 units have already been sold ahead of its official debut at the Newport International Boat Show in September, with additional appearances planned in Annapolis and Fort Lauderdale.

While its classic aesthetic remains largely unchanged from core design values – Hinckley chooses evolution over revolution, "like the Porsche 911," Bryant says – the company continues to update its technology. The latest version of its JetStick control system, first introduced in 1994, is now in its fourth generation.

The push-button technology puts boating at the fingertips of any owner willing to spend between $400,000 for a legacy Hinckley from 20 years ago to close to $7 million for the flagship Talaria 57.

With rising tariffs complicating international sales, the company is doubling down on its domestic base, which has also been its core business. "American owners care about owning something beautiful, well made in the USA and enduring," Bryant says. *hinckleyyachts.com*

FULLY LOADED HARGRAVE 125 JOINS THE FLEET

Hargrave Superyachts (the Antalya, Turkey-based division of Hargrave Custom Yachts) has launched the Hargrave 125. This tri-deck yacht with a volume of 330 gross tons, will be at the 2025 Cannes Yachting Festival in September.

With a beam just shy of 26 feet and a draft of six foot three inches, the latest yacht in HSY's E series has a displacement hull (based on a proven platform). It is engineered for long-range cruising with a fast-cruising speed at around 17 knots and benefits from both at-rest and underway stabilization for optimal comfort on board for up to 10 guests and seven crew.

The interior by the yard's in-house design team plays off large windows and tall ceilings with a contrast of dark wood and light color fabrics. "Due to the window line and size, it's a bright interior. We wanted a bit more of a timeless interior," Yannis Zagorakis, vice president of Hargrave Custom Yachts, says, explaining why they went for a darker rather than lighter wood on this hull. Of course, true to its name, Hargrave is willing and able to adapt interior (and even the exterior) profile to each client's particular requirements.

On this hull, the yard opted for two Jacuzzis, and there is ample room for sunning and dining from the main deck aft to the spacious sundeck. The tender storage is forward. As is usual for Hargrave yachts, the crew quarters are generous with a captain's cabin adjacent the bridge. *hargravecustomyachts.com*

INVESTIGATION OF THE BAYESIAN SINKING CONTINUES

Less than a year after it floundered in violent weather off the coast of Sicily – a shocking incident that took the life of seven people last year – 184-foot *Bayesian* has been recovered from the sea floor 164 feet down in a sensitive maritime area. Investigations into potential aggravating factors that contributed to the accident are ongoing.

TMC Marine was responsible for the complex salvage that authorities deemed necessary to find answers to multiple questions raised by the sinking and protect the area from environmental damage. After a diver died in the earlier phase of the complex operations, the company brought rovers to remove the mast and secure the yacht remotely.

The British body investigating the accident, the MAIB, released an interim report that can be read at *gov.uk/maib-reports*.

» Canada-based electric boat company Vision Marine has acquired the Florida-based Nautical Ventures dealership network «

CHARTER A SUBMARINE FROM SOUP TO NUTS

Submersibles manufacturer U-Boat Worx has launched a new "wet lease" or turnkey charter program to open access to the underwater world to a wider group of people. U-Boat Worx provides everything from the submarine itself, certified crew and pilots to the permits, dive operations and logistics. "We've built this offering around one promise: You bring in the guests. We take care of the rest," commercial director Wilbert Bellsma says. *uboatworx.com*

PHOTOGRAPHY: CATE BROWN; HARGRAVE CUSTOM YACHTS; ALESSANDRO FUCARINI/AFP VIA GETTY IMAGES

Savannah rising

Propelled by a brand-new marina, this historic southern city in Georgia steps into the yachting spotlight, says *Terry Ward*

PHOTOGRAPHY: US SUPERYACHT ASSOCIATION; IGY MARINAS; GETTY IMAGES

The genteel Southern city of Savannah, renowned for its delectable Low Country cuisine and charming squares and parks, has long held an appeal for travelers road-tripping along the US East Coast in search of history, culture and a lively and welcoming vibe.

And now Georgia's most historic city, founded in 1733 and among the oldest cities in the US, is stepping into the yachting spotlight thanks to exciting projects likely to lure yachts north from Florida and the Caribbean and other points across the eastern seaboard.

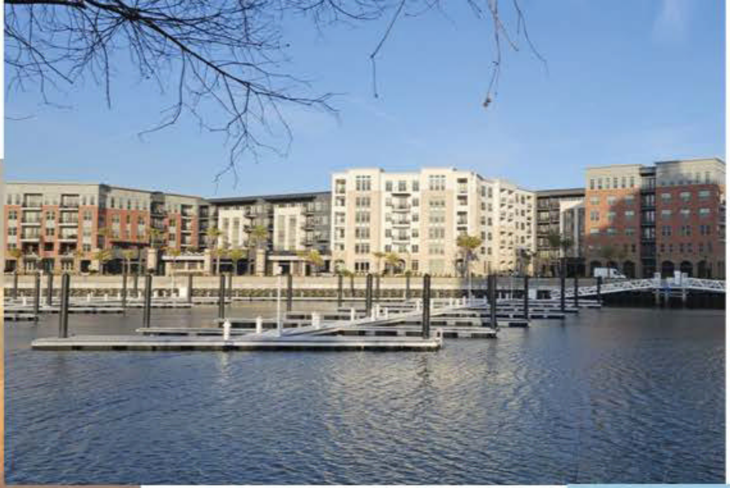
The May 2025 opening of Marine Max's state-of-the-art IGY Savannah Harbor Marina – a 95-berth, full-service facility on Hutchinson Island along the Savannah River – helps cement Savannah as a worthy stopover among cruising and transiting yachts, offering an alternative to busy Florida marinas.

"For years, many captains, managers and owners have been looking for an alternative to the South Florida yards…there is a growing community of yachties choosing Savannah as a home base," says Judy Salzman, project co-ordinator with Thunderbolt Marine, one of the oldest refit facilities in Savannah (with roots dating back to 1939) just south of the city center along the Wilmington River. She says visiting captains and crew routinely let her know how surprised they are by Savannah and how much they enjoy visiting the area.

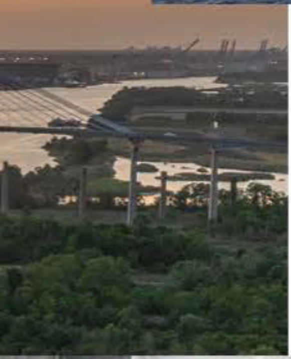
Captains also appreciate it as a great stopover in the proximity of Georgia's St Simons Island and Hilton Head Island in South Carolina.

Docking in the heart of Savannah has been challenging historically due to limited services and the river's current. While the river remains the river, the addition of a marina has the potential to be a game-changer. Ideally suited for long-term as well as transient stays, the new IGY Savannah Harbor marina, near the historic district, offers deepwater dockage with no limitations or air draft, and 1,100 linear feet of superyacht docks with in-slip fuel bunkering. The location, roughly 15 miles off the sea buoy and five miles off the Intracoastal, is within easy reach.

"We are more than just a parking lot on the water. We provide experiences for our guests, and it happens the



The new IGY Savannah Harbor marina (left) can berth superyachts in the heart of the city



> "For years, many captains, managers and owners have been looking for an alternative to the South Florida yards"

Thunderbolt Marine's paint booth is one of the largest in the country

moment you arrive at our facility with your boat. We greet you right when you pull in," Jedison Knowles, the marina's general manager, says, adding that he's seen a large inflow of transient cruisers doing the Great Loop choosing to pass through Savannah as of late.

In addition to superyacht slips, IGY Savannah Harbor Marina has an inner basin with slips ranging from 30 to 70 feet and one that's 120 feet long, all with 30-, 50- and 100-amp single-phase power. Typical marina amenities such as showers and laundry are available on site. Future openings here include a fitness center, pool and club room already in the works.

The marina debuted as the perfect complement to Savannah's existing yachting infrastructure that includes a deep-water dock at the nearby Westin Savannah Harbor (it has received a smattering of yachts, including last year 292-foot *Samsara* and explorer *Friendly Confines*—ex-*Marcato* – in 2024) and on the service side, deepwater refit and repair superyacht facility Safe Harbor Savannah Yacht Center and Thunderbolt Marine. The latter has been a Savannah staple among boat owners since 1969 when it began operating the area's first dry-stack boat storage. Today, it has one of the country's largest and most state-of-the-art indoor spray booths.

Anita Turcotte, founder and principal interior designer of Verge Yacht Design, who works with all three Savannah facilities on new builds, as well as soft and extensive refits, attended the Savannah College of Art and Design (SCAD) and has seen the city positively boom, both creatively and entrepreneurially, in recent years.

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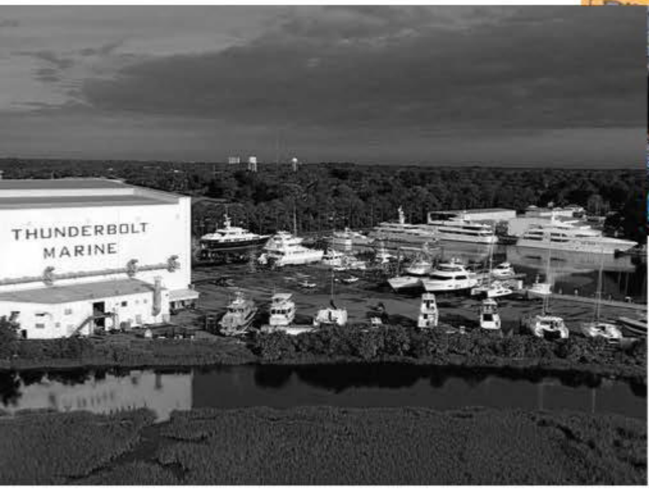
> "Savannah is still under the radar. It's big, yet it's still small... You can get in and out very quickly on your vessel"



Above: the US Superyacht Association sponsored an industry trip in April. Far left: Thunderbolt Marine

"Savannah (the yard) can do anything that any yard in the world can do. We can do everything from engine work, mechanical surveys and paint work to full interiors. You could do a full-scale refit for superyachts here in Savannah," she says.

In late April of this year, her company and the yachting industry association USSA, organized a collaborative event that drew 100 individuals from various areas of the superyacht industry to experience Savannah's marine offerings.

"It really put us on the map. People were able to see the scale we're working with and the capabilities of the vendors here," Turcotte says.

Savannah's collaborative nature when it comes to the city's marine industry also really sets it apart, Turcotte says, making it a joy both to work here and welcome yacht crew and owners.

"It's not like everybody's competing. We're all here to work together. This is a fun destination and place to be, and we are all working together as a unit to make our customers happy," she says.

Add to Savannah's existing marine industry players an increasing number of trades bringing their services to the area from South Florida, and major international companies such as Gulfstream Aerospace Corporation and Hyundai expanding their presence on the ground and it's just a very exciting time to be here, both on and off the water, Knowles says. The icing on top is southern hospitality as a thread through it all, he adds.

"Savannah is just a fun place to be. It's still under the radar. It's big, yet it's still small. The weather is nice. You can get in and out very quickly on your vessel. People are really kind," Turcotte says.

"In my opinion, this is the next place that's going to blow up in the United States."

SPOTLIGHT: SERIOUSLY FOR SALE

HEESEN 47

$25,000,000

Burgess

Reduced by: $6,300,000

Ex-*Book Ends* was delivered in 2017 as the last Heesen 47 Steel.

EMERALD

€21,000,000

TWW Yachts

Reduced by: €4,000,000

The 1990 165ft Feadship was rebuilt in 2023 but retained her classic lines.

UTOPIA IV

$39,900,000

Fraser

Reduced by: $4,100,000

The 207ft Rossinavi goes 25 knots with four MTUs and Rolls-Royce water jets.

ZEXPLORER

$10,000,000

Fraser

Reduced by: $3,500,000

The 133ft ice-strengthened steel-hulled yacht was built by Newcastle Marine.

MIZU

POA

IYC

Reduced by: €1,000,000

Originally built as an Austal frigate, she was converted into a yacht by Oceanfast.

Rocky road to smooth sailing

Gabrielle Lazaridis makes sense of a tumultuous opening to the superyacht brokerage market in 2025

While inflation continues to afflict new-build prices, brokers have noted an increasing number of owners turning to second-hand superyachts as an alternative. This, along with US-led momentum at the end of 2024, drove the brokerage sector to its best first quarter (Q1) in years, only for results to start yo-yo-ing.

"It's worth noting that Q4 2024 was marked by a cautious market climate, particularly in the US, largely due to the election cycle," Raphael Sauleau, IYC's CEO, says. "This contributed to a rebound in Q1 2025, as buyers returned to the market and proceeded with their purchases – further supported by a strong US dollar." The Palm Beach boat show in March, which helped bring collective sales for the quarter to €1.9 billion ($2.1bn), provided another boost, he notes.

However, consumer sentiment appeared to falter after President Trump's "liberation day" tariffs announcement in April. According to BOATPro data, along with a modest decline in sales came a flood of new listings and price drops, suggesting owners were keen to sell their yachts (and free up cash).

BROKERAGE MARKET INSIGHTS

>> Every business is different – and that's why BOATPro can be tailored to suit your needs. Our combination of ready-made reporting and customization means that you can use our data to build the reports you need. Get in touch with our team to see how we can help you. *boatpro@boatinternational.com*

"Global yacht sales would traditionally be expected to build momentum in Q2. However, Q2 [began] at a slower pace. Currently, buyers are displaying a more cautious stance," Sauleau says.

Even for brokerage firms with fewer US dealings the tariffs were concerning. "In reality, tariffs haven't had a significant impact on our day-to-day brokerage activity, as most of the yachts we sell are not subject to US importation duties," Camper & Nicholsons head of sales Ben Bensahel says. "However, the recent volatility in the stock market has had a more visible effect. Some clients have experienced substantial losses or sharp fluctuations in their portfolios, prompting a more cautious approach. In some cases, that's meant delaying a purchase until conditions feel more stable."

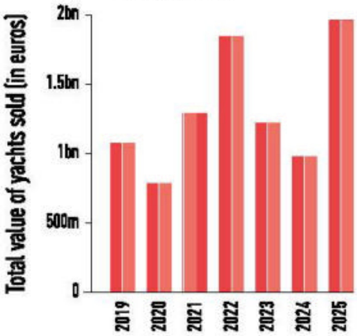
Thom Conboy, sales and purchase director North America for Ocean Independence and director of sales for Heesen Yachts, anticipated it would be a short-lived slump and so far, the short-term seems to agree with that assessment. By the end of May, BOATPro recorded €927.5 million in sales (up from €502.8 million in May 2024).

Heesen new build Orion sold in March

"[With] the summer season just around the corner, it's decision time: either you have a yacht for this season, or you don't," Arne Ploch, president of the Balearic Yacht Brokers Association, says. "Whether overall sales figures will be up or down, we'll know later in the year, but at the moment, it doesn't feel like there's been a slowdown."

Will Christie, CEO of Christie Yachts, says the industry's luxury positioning will help shield it from the effects of global uncertainty. "UHNWIs are more than ever buying into the privacy, flexibility, adventure and opportunities that only yacht ownership can offer. In a crowded world, it still remains the best way to get away, enjoy new experiences and spend time with family and friends. I can't see anything that will stop that trend."

BROKERAGE YACHT SALES, Q1 2019-2015



PHOTOGRAPHY: RUBEN GRIFFIOEN/HEESEN YACHTS; COURTESY PALM BEACH INTERNATIONAL BOAT SHOW; US SUPERYACHT ASSOCIATION

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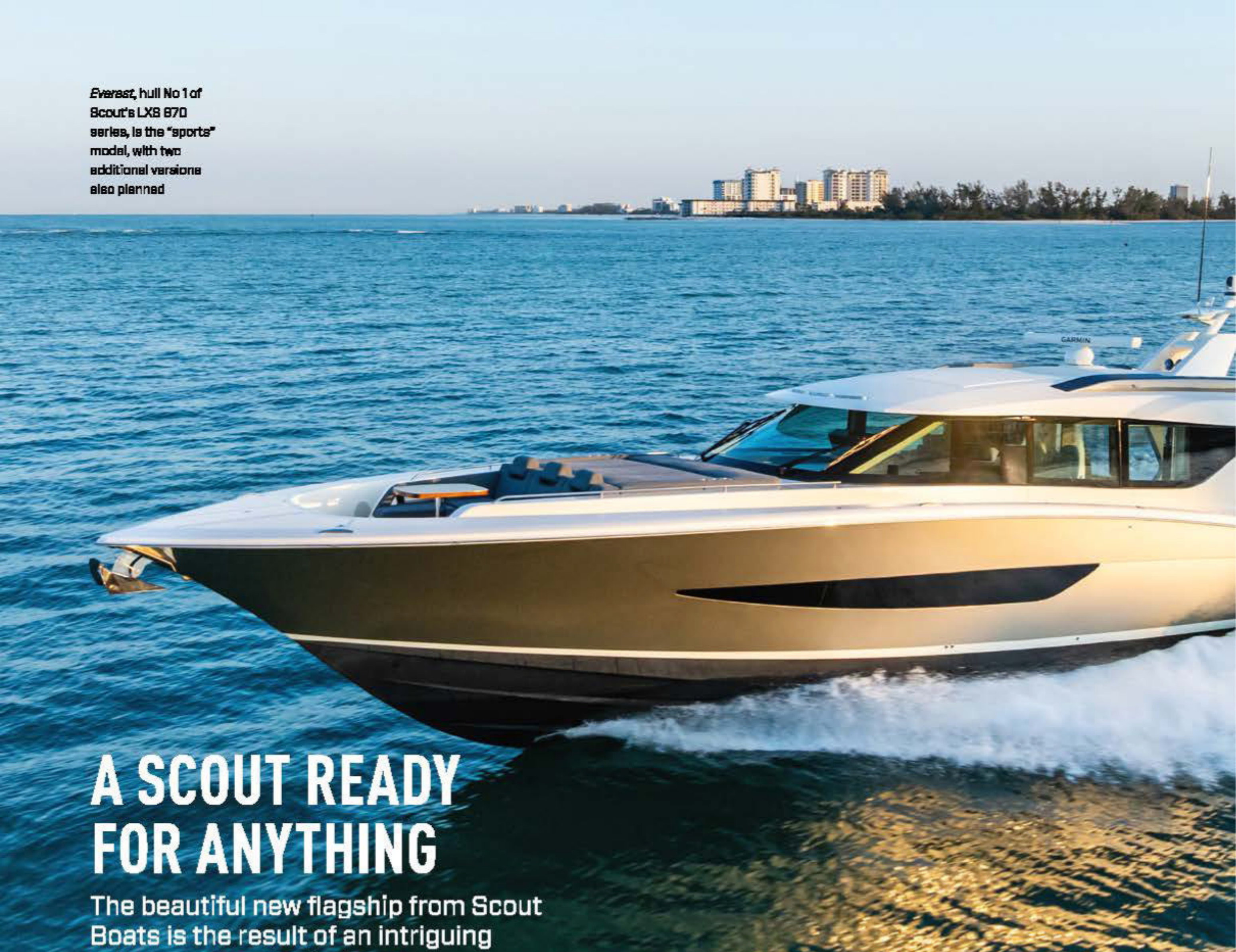
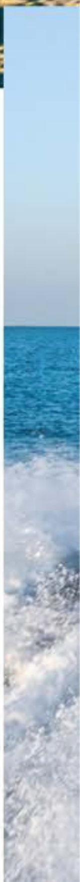


Everest, hull No 1 of Scout's LXS 670 series, is the "sports" model, with two additional versions also planned

A SCOUT READY FOR ANYTHING

The beautiful new flagship from Scout Boats is the result of an intriguing collaboration, *Cecile Gauert* says



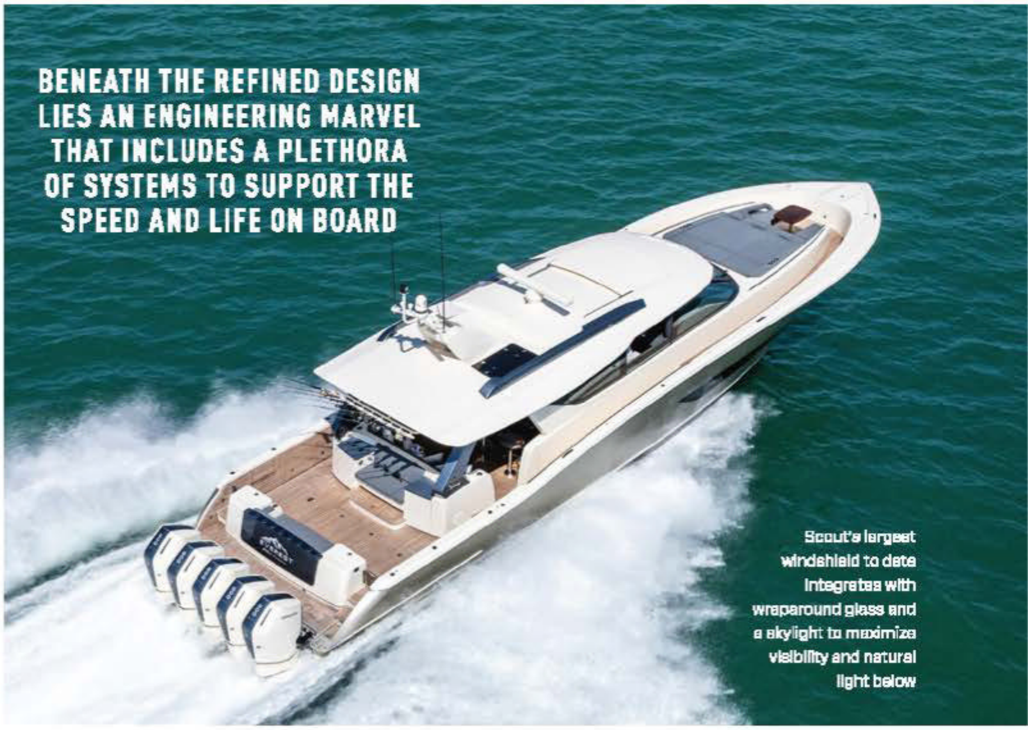
Scout Boats' dealer, MarineMax, had a full schedule of showings and sea trials for the South Carolina builder's new showpiece, the 670 LXS, after its first public reveal in March in Palm Beach.

From the first rumors of this ambitious project (which Scout Boats founder Steve Potts had teased at the Miami boat show more than two years earlier, saying, "It's time to build things that [stimulate] people's imaginations"), I was intrigued. I am a fan and have long admired the brand's elegant hulls and the company's drive. However, this project went far beyond what they'd built before, and it involved a fascinating collaboration with the acclaimed British superyacht designer Harrison Eidsgaard.

At 67 feet, this versatile outboard-powered yacht, which Scout wanted to create in part to answer their clients' likely desire to eventually move to bigger boats, expands well beyond the notion of the traditional center console that inspired it (you can still walk around the boat, but the comparison ends here). It is a bold crossover of American muscle (with five – yep, five – Mercury 600 V12s) and yacht design sensibilities.

I was not alone in wanting to know more, and the Scout LXS 670 *Everest*'s dance card was full following its boat show appearance. A bit of schedule shuffling and I hopped on board with a potential client (and Scout boat owner) one bright morning in late March. He relished taking the helm, and I watched from the sidelines, trying out different spots on board – the forward lounge's sun bed, the companion seats at the helm, a bar stool and the bench seat aft. From there, I could see we were flirting with 50mph speeds on a screen above me that repeated the navigation data displayed at the helm. There were 11 of us on board that day, and it struck me how easily we found spaces to settle in – one of the great features of a boat that is 67 feet long and on the narrow side (at 16 feet, two inches).

Hull No 1, *Everest*, is a "sports" version; Scout is planning three versions in all. With modular sections at the center and aft, the idea is that the builder can make this as a semi-custom boat, which at this multimillion-dollar price point seems a must.



BENEATH THE REFINED DESIGN LIES AN ENGINEERING MARVEL THAT INCLUDES A PLETHORA OF SYSTEMS TO SUPPORT THE SPEED AND LIFE ON BOARD

Scout's largest windshield to date integrates with wraparound glass and a skylight to maximize visibility and natural light below

Everest includes five Mercury 600 V12 outboards, and has reached speeds up to 60mph

Scout approached Harrison Eidsgaard looking for them to add that superyacht touch to their new flagship after they had already developed an advanced concept ("the first drawings starting right around 60 feet," Scout Boats' senior designer Jeff Summers says). The Scout designer knew about Harrison Eidsgaard (among several yacht designers they approached) as he did a stint at Heesen Yachts before joining Scout nearly a decade ago. On the other hand, their name was not familiar to the Harrison Eidsgaard team, who works primarily with northern European boatbuilders and, for the most part, yachts in the 150- to 350-foot range.

"When I looked at their website for the first time, I thought the beautifully flared hull was stunning and I knew we could do something special," Peder Eidsgaard says.

Fitting everything in with style fell in part to Harrison Eidsgaard's project manager, Jesse Huijser, who worked closely with the Scout team, including Stevie Potts, Steve's son, and senior designer Summers.

"We went through various iterations, and we pushed everything to optimize the ergonomics to the max with the help of 3D modeling," Huijser says. "I think it's been a good result."

One stunning contrast on this elegant boat, which has an undeniable Scout family resemblance, is the sleekness from the outside, which in no way prepares you for the generous space on board, including a plunging view from the helm seats to the accommodation below.

"Once you're in the lower deck, you have the windshield and the skylight above you, and you get such a feeling of space," Huijser points out. I can vouch for that.

The windshield is the single largest piece of glass Scout Boats has used to date, Summers says, and it works in conjunction with wraparound glass and a large skylight to maximize the view and light.

Harrison Eidsgaard worked on refining everything above the waterline – from the superstructure to the interior. One overarching goal for the outside was simplicity.

"Simplicity is everything on a boat like this," Eidsgaard says. "We emphasized the sheer line and added a simple, dark hull window band with a small kink at the back that's repeated in the structure and the

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windows. That brings a pleasant continuity," he says. "You also have the fact that (such a boat) needs to look very dynamic and fast, so those two things are what the exterior is all about."

These ideas had to merge with that of the Scout team. "They know their customer base very well and they have built a lot of boats. Steve Potts built an incredible company," Eidsgaard says. "Going to this size takes guts. It's a different league."

"Jeff Summers was instrumental," Peder continues. "He helped bring all the different voices together – ours, Scout's and the broader design team. It was a real team effort."

The interior is not just luxurious – it's also highly functional. The lower deck offers space for a lounge area and three cabins. However, knowing this might be used more as a dayboat, the designers made the forward main cabin a more integral part of the deck.

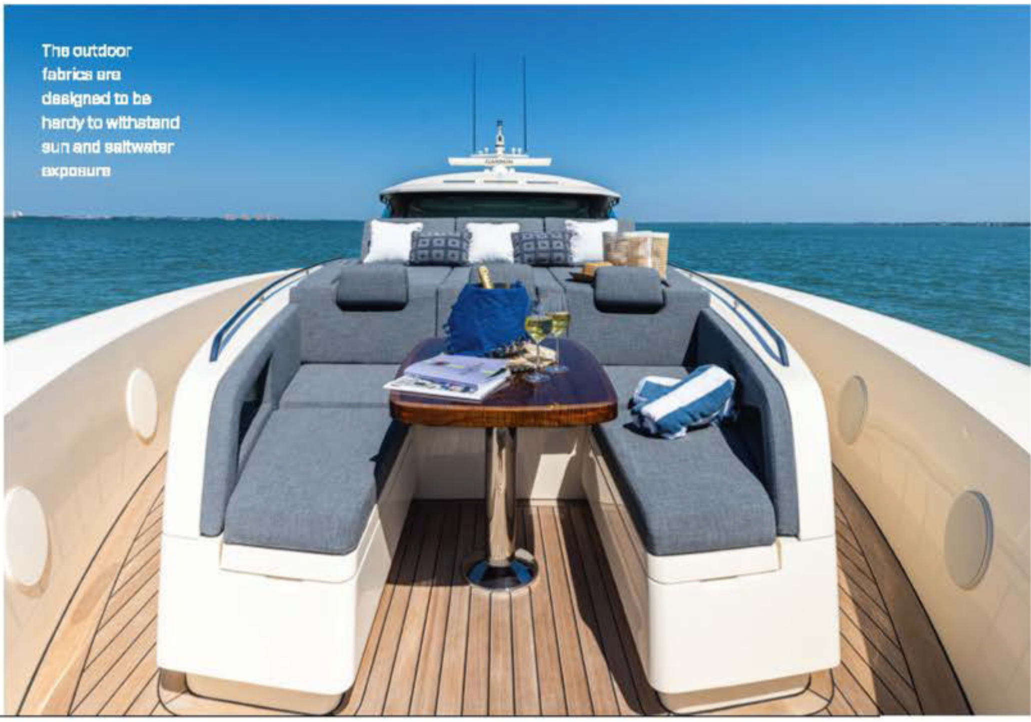
"Yes, you can take this to the Bahamas for a weekend, but maybe you end up staying at a hotel," Eidsgaard says. "We gave the master suite a central door to allow for long sightlines." It also offers "a sense of volume you don't usually get in boats this size," Huijser adds.

Practical touches are numerous, with storage hidden everywhere – below the beds and the sofa in the interior lounge, and inside a cabinet with a coffee bar, fridge and waste basket, for instance. The showers are American-sized. Up one level, in the leisure half of the deck, is a convenient galley that serves an indoor/outdoor bar and dinette. The rear glass door opens fully and so does the rear window so that in nice weather, you have a large area for activities, dining, bathing and fishing. Folding stairs ease access and stow out of the way, while side platforms expand the cockpit.

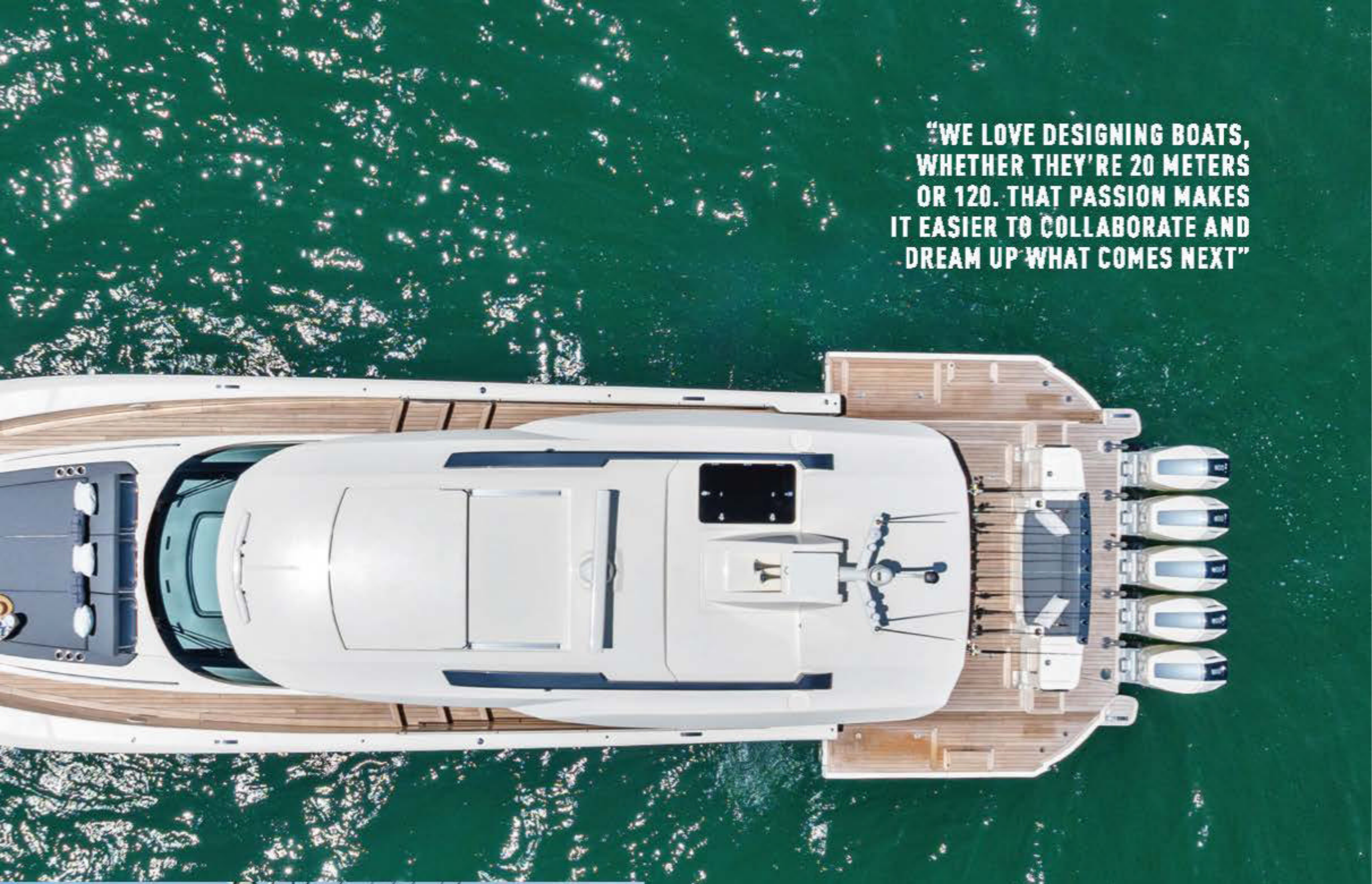
In terms of decor and finishes, Harrison Eidsgaard's interior designer, Freya Hiscock, created three distinct interior schemes named Salt, Coral and Neptune.

"From the outset, material selection was guided by the yacht's performance-driven lifestyle where interiors must withstand indoor-outdoor living, exposure to salt air and sunlight, and the demands of high-speed cruising," she explains. "Every surface and finish has been specified with durability, longevity and tactile appeal in mind."

These include performance-grade faux leathers, Corian, sintered stone surfaces (synthetic, non-porous and resistant) and hard-wearing fabrics. *Everest* follows the Salt interior scheme, and it blends light oak walls and dolphin-gray upholstery for an airy atmosphere with a sporty edge inside, and a more nautical feel outside with touches of blue. The outdoor fabrics, a bit rough to the touch, can handle everything from wet clothes to spilled drinks and fishy residue.



The outdoor fabrics are designed to be hardy to withstand sun and saltwater exposure



"WE LOVE DESIGNING BOATS, WHETHER THEY'RE 20 METERS OR 120. THAT PASSION MAKES IT EASIER TO COLLABORATE AND DREAM UP WHAT COMES NEXT"

For more room outdoors, the rear glass doors and window open, as do the side platforms that extend the cockpit

Everest is well equipped for outdoor living, with ample deck space to spread out and a shaded bar with built-in stools

Because, yes, this mini yacht can fish. It's fully outfitted with multiple rod holders, fish tanks and bait wells.

Beneath the refined design lies an engineering marvel that includes a plethora of systems to support the speed and life on board. At the helm, Captain Casey offers insight into the boat's performance:

"In the ocean, we've seen between 55 and 58 (mph), and inland we can get 60." He's thoroughly tested its seakeeping abilities on the ride down from South Carolina to Palm Beach.

From South Carolina to Georgia, the sea was rough. "No joke, it was eight to occasional tens, but it was beam seas, so we were running the valleys and were still doing 38 to 40 (mph)," the captain says. "Then (when) we hit Georgia, it was straight following (seas), and we had the boat going uphill and then surfing. It was slow-going." When they reached Jacksonville, the sea conditions had improved, and they ran down to Palm Beach at 55mph the rest of the way.

The Scout 670 LXS features 24-inch Garmin displays, Mercury controls, Zipwake dynamic trim control, and an advanced vessel management system, and it reacts with the touch of fingertips.

"You can control everything from the Garmin," he says, meaning the lights, the shades wipers, everything. "Once you're underway, (the boat) is so well balanced you barely need to touch the wheel," the captain continues. "With the joystick, once you are under way, you can press 'heading hold' and (the boat) will keep pointing in a straight line and you can make little changes, you can tap it or twist it (to correct and adjust heading)."

The advent of the Mercury 600s allowed this boat to happen. Scout always wanted outboards that deliver speed ("I can have breakfast in the morning in South Carolina and have dinner in Miami in the afternoon," Steve Potts said when introducing the boat's concept in 2023), the ability to gather at a sandbar in inches of water and the range you need to get there and back safely.

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With the possibility of dayboat use in mind, the designers styled the forward cabin to match the overall interior

"With these motors and the two-speed transmission, your fuel economy is not going to change too much at cruising speeds, any of the normal 30, 45 even 50mph is going to be in the same (consumption) range until you reach that last little bit," Captain Casey says. "Max range would be 330, 350 miles." Due to sea state and their imperative appointment to get the boat into the Palm Beach boat show, they chose to stop 280 miles in to top off the boat.

The interior is luxurious yet functional, with a lounge, three cabins and plenty of hidden storage

"ONCE YOU'RE UNDERWAY, THE BOAT IS SO WELL BALANCED YOU BARELY NEED TO TOUCH THE WHEEL"

The goal was to reach over 400 nautical miles, and this prototype came out a little heavier than optimal, Summers says, "although it exceeded expectations," but a few changes to the Seakeeper and generators will correct this on future hulls.

Fully loaded, the boat also has a Spot Zero watermaker/purification system, delivering about 45 gallons per hour of pure water, good enough for drinking and certainly washing.

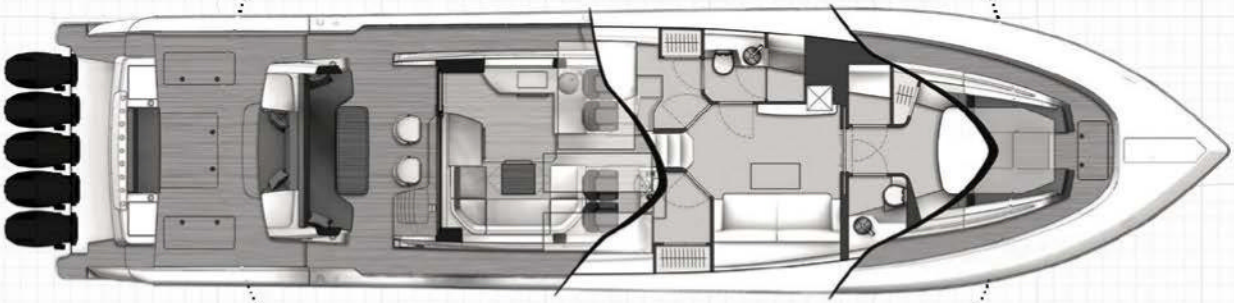
So to sum it up, it's quite a full package and a bundle of fun to drive. It also was a great design project. "This was not about commercial gain," Eidsgaard says. "We love designing boats, whether they're 20 meters or 120. That passion makes it easier to collaborate and dream up what comes next."

And what's next is another version of this beautiful Swiss knife of a yacht.

For more on this story, listen to the BOAT Briefing *podcast episode "How to build the world's largest center console" on Spotify and iTunes.* ◻

FINGERTIP CONTROL
The Mercury joystick enables smooth and precise control, combining steering and shifting functions

STYLISH STEERING
The Gussi Italia steering wheel is part of the vessel's premium helm design package



GONE FISHING
Everest is well-equipped for angling, with rod holders, fish storage tanks and bait wells

SPECS

MODEL 670 LXS Series
LOA 66' 9"
BEAM 16' 2"
DRAFT 41"
DISPLACEMENT 75,000lbs (Loaded)
ENGINES 5 x Mercury V12 600hp
MAX SPEED 60mph
CRUISE SPEED 35–40 mph
RANGE up to 400nm
PRICE well-equipped at $6.8 million
scoutboats.com

A decade of distinction

Over five days in May, the Mediterranean Yacht Show – the world's largest crewed yacht charter show – celebrated its 10th edition in style, with almost 100 superyachts and crews traveling to Nafplio, Greece, to mix with industry peers against a backdrop of the Palamidi Fortress

Top: Nafplio port provided a picturesque backdrop for MEDYS activities. Above: drones light up the sky on the opening night. Right: 207ft Benetti *Artisan* was among the 97 yachts in attendance. Far right: Michael Skoulikidis, president of the Greek Yachting Association, speaks

PHOTOGRAPHY: PARIS CHIOTELLIS

Bathed in early-summer light and flanked by neoclassical architecture, Nafplio's harbor once again became a vision of polished teak and fluttering ensigns as 97 yachts lined the quay for the 10th Mediterranean Yacht Show (MEDYS). From May 3 to 7, the historic Peloponnesian port – modern Greece's first capital – became the epicenter of the Greek charter fleet, attracting brokers, crew and industry professionals from around the world. This milestone edition of MEDYS carried a celebratory energy, with a record turnout and an unmistakable sense of enthusiasm.

Over the past decade, MEDYS has showcased Greece's thriving charter fleet, as well as its appeal as a premier cruising destination. Each year, the country attracts a significant and ever-increasing influx of both charter clients and private owners to its warm waters. The burgeoning interest in the region was evident here, with its striking array of superyachts and international exhibitors.

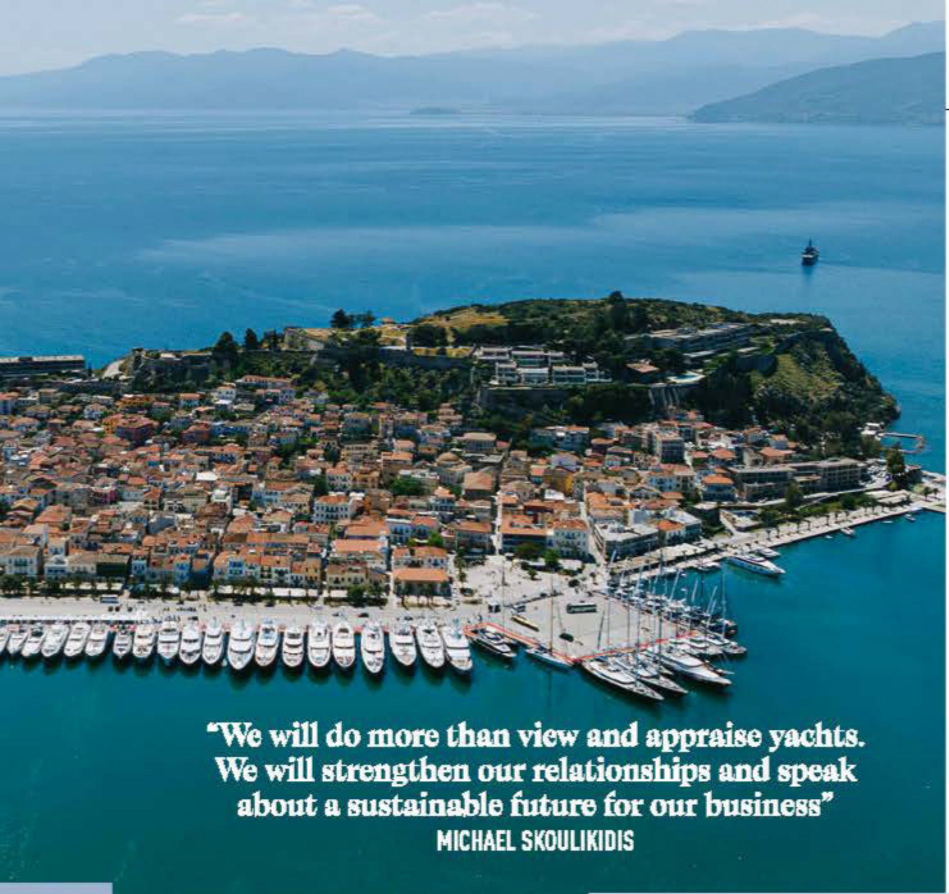
"The Mediterranean Yacht Show was built on a dream," Michael Skoulikidis, president of the Greek Yachting Association, said during the Welcome Reception at the Palamidi Fortress. "Its future will be shaped by an even bigger dream. We celebrate what we have achieved so far. But you should know that we have no intention of resting on our laurels. We want more."

As guests gathered under the starry night at the fortress, overlooking more than 97 superyachts, a meticulously choreographed drone display lit up the sky with symbolic tributes to the show's decade of success.

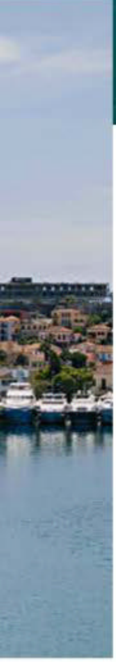
"In recent years, the yachting industry may have experienced remarkable growth, but it is also displaying increasing complexity – new challenges, new dynamics, new destinations," Skoulikidis added. "We are entering a demanding era, one that continuously asks more of us: more innovative solutions; more flexibility; more responsibility toward our clients, our environment and each other; more healthy competition.

"That is exactly why MEDYS matters. Because here, over the next few days, we will do more than view and appraise yachts. We will strengthen our relationships and speak about a sustainable future for our business."

With a cumulative LOA of more than



"We will do more than view and appraise yachts. We will strengthen our relationships and speak about a sustainable future for our business"
MICHAEL SKOULIKIDIS



12,000 feet, the 10th edition of the show saw an impressive line-up of yachts up to 207 feet LOA. More than 18 international brokerage houses had multiple yachts on display. Highlights included 207-foot *Artisan*, available for charter with IYC, 170-foot *Wind of Fortune*, available for charter with Afroudakis Yachting, and 164-foot *Invader*, available for charter with Athens Yachts.

The show saw the return of the prestigious Chefs' Competition. The theme this year was Greek Cuisine: a Gastronomic Journey through the Years. Chefs were tasked with exploring Greece's culinary identity and the flavors with which it is associated. The judges included Chef George Papazacharias of the two-Michelin-starred Delta Restaurant and Chef Luca Piscazzi of the Michelin-starred Pelagos at Four Seasons Astir Palace Hotel Athens.

After days of fierce competition, the winners were revealed at Valaora restaurant during an invitation-only event. Chef George Elekidis of 85-foot *Meliti* took the prize in Category A, and Chef Ioannis Pirpiridis of 144-foot *Bella Stella* won in Category A Platinum. The competition was supported by BCA College and Domaine Skouras, which presented gifts to the winners.

Alongside the competition, the 10th MEDYS was teeming with events. The social program is a huge draw for brokers and industry professionals. It included Alpha Mare's party at Ydragogio and the ever-popular White Thing Party organized by Istion that extended into the early hours. Many events took place on board, including Fraser Greece's Women in Yachting event on 131-foot *Mamma Mia* and TWW Yachts' cocktail evening on 138-foot *Serenity*.

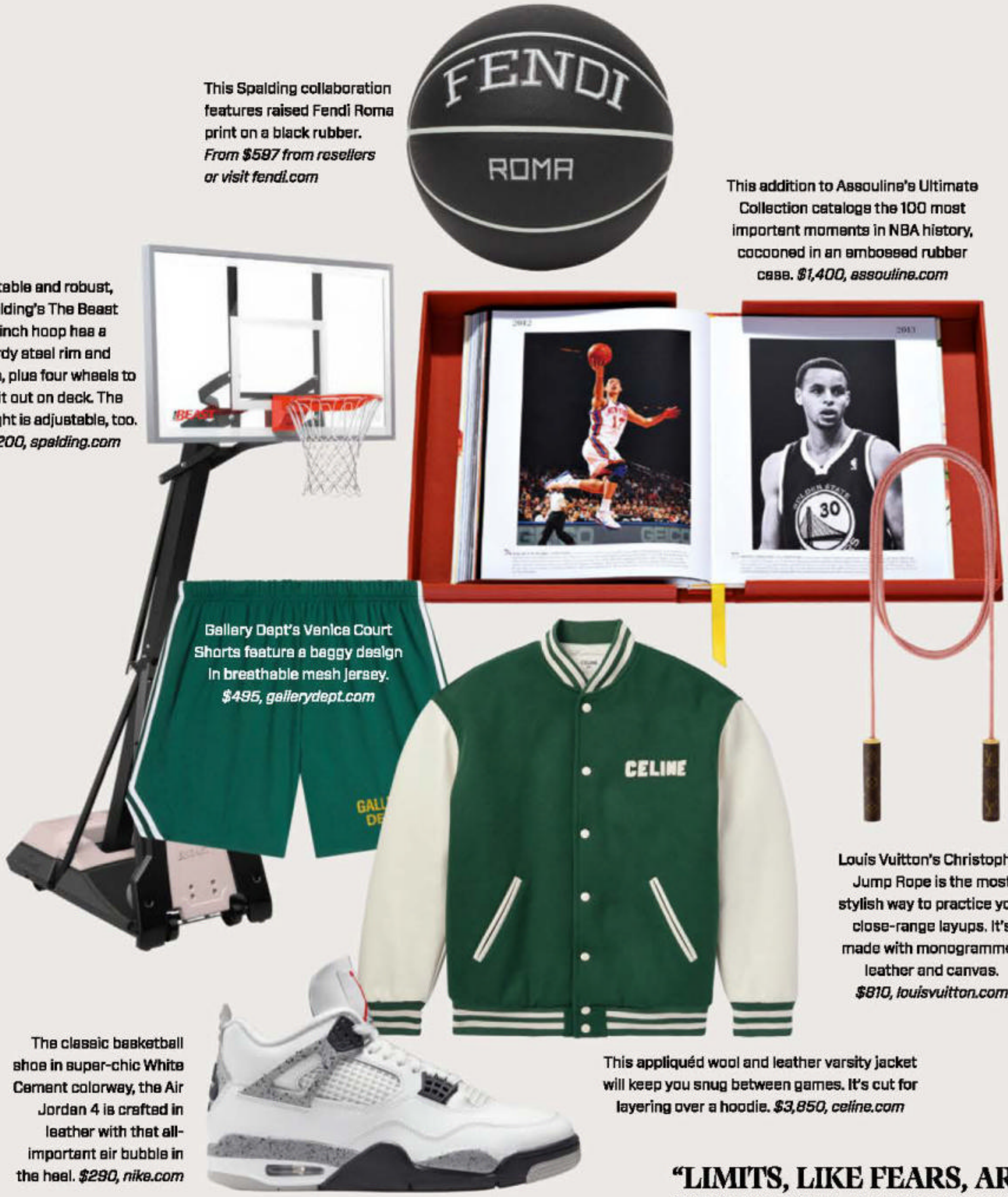
Nafplio itself added its own magic, as industry professionals filled the many boutique hotels scattered around the marina. The seafront city is a tapestry of Venetian, Ottoman and neoclassical influences, its pastel façades and bougainvillea-draped balconies offering a picture-perfect backdrop to MEDYS.

Each day, yacht viewings paused to give brokers the opportunity not only to sample the cuisine on board the exhibiting yachts, but also to explore Nafplio's vibrant dining scene.

Marking 11 years of MEDYS, this edition felt like both a culmination and a turning point. What began as a regional showcase has evolved into one of the most significant fixtures on the yachting calendar. At the sounding of the horns across Nafplio at the event's end, Skoulikidis reflected on another successful year – and towards the future, as plans take shape for the 11th edition in 2026. *mediterraneanyachtshow.gr*

Hoop dreams

From balls and baskets to books and shorts, we've picked out all the gear you need to make that slam-dunk on deck



This Spalding collaboration features raised Fendi Roma print on a black rubber. *From $597 from resellers or visit fendi.com*

This addition to Assouline's Ultimate Collection catalogs the 100 most important moments in NBA history, cocooned in an embossed rubber case. *$1,400, assouline.com*

Portable and robust, Spalding's The Beast 60-inch hoop has a sturdy steel rim and pole, plus four wheels to roll it out on deck. The height is adjustable, too. *$2,200, spalding.com*

Gallery Dept's Venice Court Shorts feature a baggy design in breathable mesh jersey. *$495, gallerydept.com*

Louis Vuitton's Christopher Jump Rope is the most stylish way to practice your close-range layups. It's made with monogrammed leather and canvas. *$810, louisvuitton.com*

This appliquéd wool and leather varsity jacket will keep you snug between games. It's cut for layering over a hoodie. *$3,850, celine.com*

The classic basketball shoe in super-chic White Cement colorway, the Air Jordan 4 is crafted in leather with that all-important air bubble in the heel. *$290, nike.com*

> "LIMITS, LIKE FEARS, ARE OFTEN JUST AN ILLUSION"
>
> MICHAEL JORDAN

AVAILABLE FOR SALE

YOUR WORLD // YOUR YACHT

Van der Valk Shipyard in the Netherlands is building an impressive number of fully custom projects up to 45 metres in length. A fine example is the newly launched aluminium motoryacht ONE, with an exterior design by Guido de Groot and interior from Carla Guilhem Design. This full-displacement 34-metre superyacht has twin Volvo Penta 750 hp continuous duty engines, offering a top speed of 14.4 knots. All four decks have been designed to meet specific needs on a yacht with a fold-out platform aft and a lazarette for jet-skis that will be a superb relaxation area in its own right. In fact, everything about ONE revolves around entertaining large groups of people in style on a compact boat with exceptional volume.

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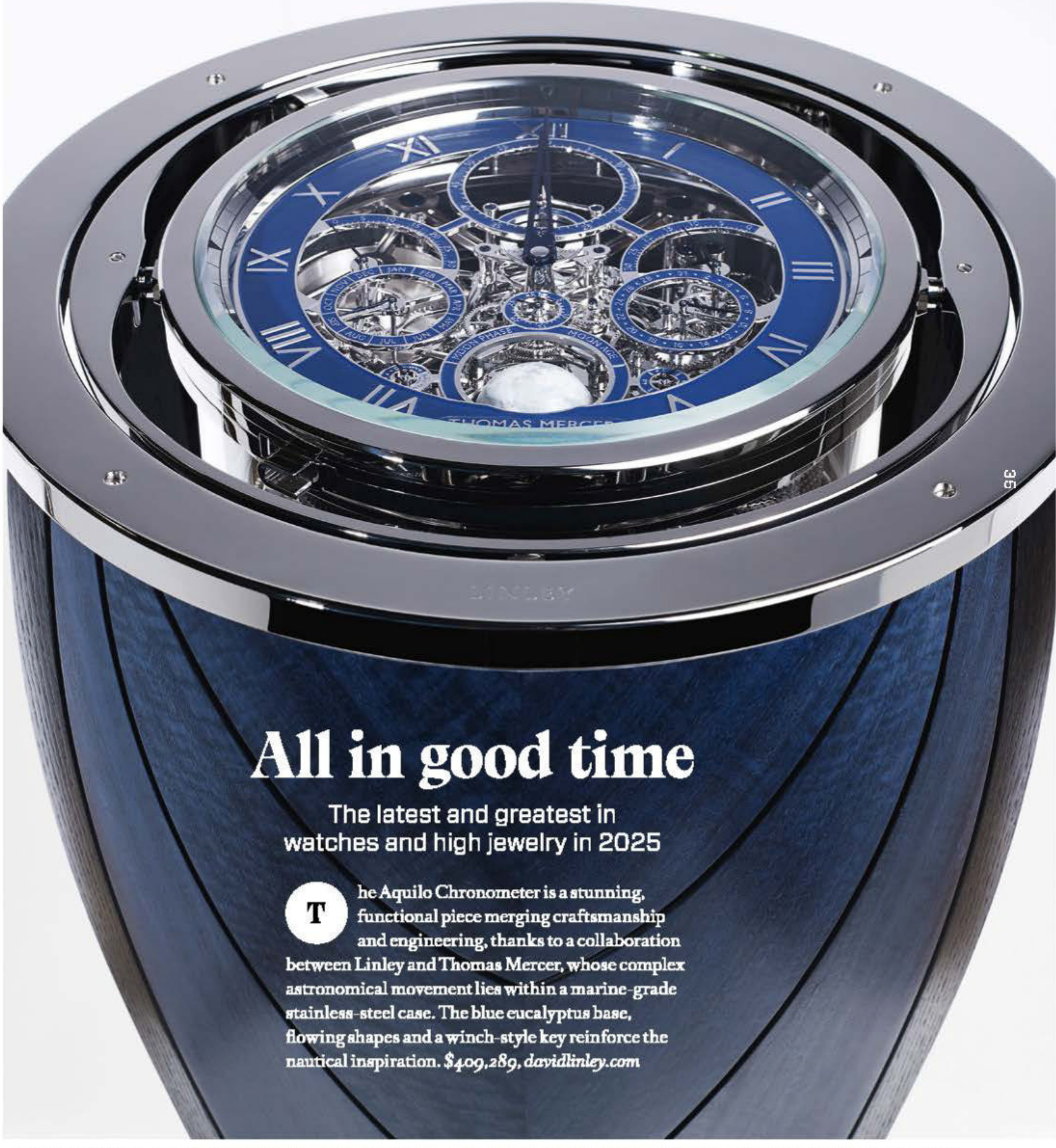


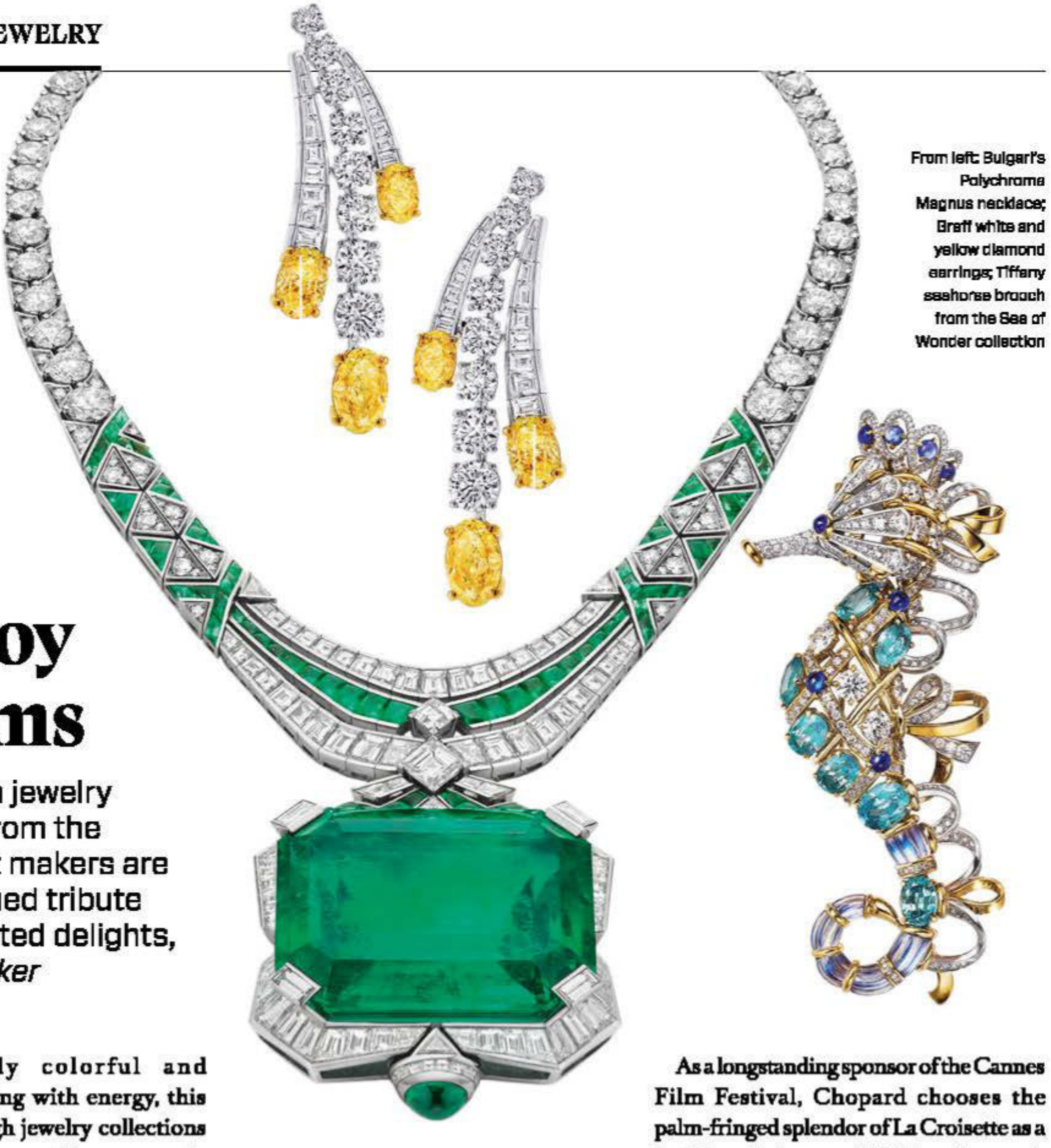
All in good time

The latest and greatest in watches and high jewelry in 2025

The Aquilo Chronometer is a stunning, functional piece merging craftsmanship and engineering, thanks to a collaboration between Linley and Thomas Mercer, whose complex astronomical movement lies within a marine-grade stainless-steel case. The blue eucalyptus base, flowing shapes and a winch-style key reinforce the nautical inspiration. *$409,289, davidlinley.com*

THIS MONTH: *what's on around the world during August / how to protect your treasured possessions / ultra-exclusive novelties*

EDITED BY Belle Rice



From left: Bulgari's Polychroma Magnus necklace; Graff white and yellow diamond earrings; Tiffany seahorse brooch from the Sea of Wonder collection

The joy of gems

The new high jewelry collections from the world's great makers are a rainbow-hued tribute to multi-faceted delights, says *Kim Parker*

Dazzlingly colorful and thrumming with energy, this year's high jewelry collections feel like a glittering antidote to 2025's headline news. Given that these creations take anywhere from two to five years to craft (not to mention the decades it can take for gemologists to track down the most elusive stones), the appearance of these jewels is akin to a fabulous, post-pandemic fever dream coming to life.

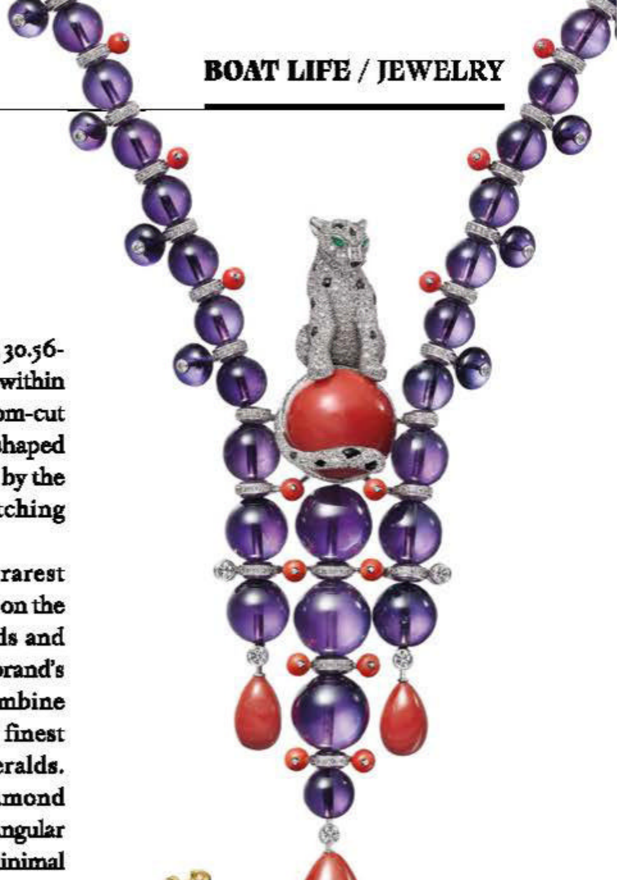
Case in point: Bulgari's dizzying Polychroma collection, which creative director Lucia Silvestri envisaged as a tribute to founder Sotirio Bulgari's Greek heritage (the collection derives its name from the Greek words for "multi" and "colors") as well as "the universal language of color" – qualities that Silvestri has achieved here. The collection, comprising more than 250 pieces, features 56 kaleidoscopic varieties of gemstones used as faceted, cabochon and buff-top stones delivering maximum texture. Among them are five one-of-a-kind creations with a show-stopping central gemstone. These include the Cosmic Vault necklace, featuring a 123.35-carat Sri Lankan sugarloaf sapphire, and the Magnus Emerald necklace, which showcases a 241.06-carat Colombian emerald – the largest Bulgari has ever set. Bulgari ambassadors Anne Hathaway and Priyanka Chopra Jonas wore these pieces at the 2025 Met Gala.

THE MAGNUS EMERALD NECKLACE FEATURES A 241.06-CARAT COLOMBIAN EMERALD, THE LARGEST TO HAVE EVER BEEN DEPLOYED BY THE BULGARI HOUSE

Indeed, the red carpet, effectively a celebrity-studded runway with the global press, is a popular showcase for jewelry collections.

As a longstanding sponsor of the Cannes Film Festival, Chopard chooses the palm-fringed splendor of La Croisette as a backdrop for its annual high jewelry reveal. Titled Caroline's Universe – after Chopard's artistic director, Caroline Scheufele – the new 78-piece collection celebrates all things Scheufele holds dear. Her love for couture gowns is evident in an imposing choker of interlocking pink sapphires and amethysts topped with lacy diamond motifs while an exquisite rose brooch crafted from pink gold and rubies and a pair of orchid-shaped titanium earrings framing white opal buds celebrate her passion for beautiful blooms.

The nature theme, with its myriad colors and patterns, dominated many of this season's collections. At Harry Winston, pick 'n' mix assortments of rubellites, tourmalines, topazes, garnets and colored diamonds have come together in statement brooches inspired by exotic birds, including an emerald-eyed cockatoo, a ruby-crested duck and a bird of paradise



THE THEME OF NATURE, WITH ITS MYRIAD COLORS AND PATTERNS, DOMINATED MANY OF THIS SEASON'S COLLECTIONS

with amethyst wings. At Cartier, statement necklaces in the En Équilibre collection pay tribute to the brand's emblematic big cat. The Panthère Orbitale piece poses an onyx-spotted panther above a sizable coral cabochon (echoing the Duchess of Windsor's 1940s Cartier brooches), framed by amethyst and coral beads.

Perhaps the most spirited evocation of nature can be found in Tiffany & Co's Blue Book 2025: Sea of Wonder collection. The chief artistic officer, Nathalie Verdeille, offers an interpretation of the oceanic jewels conceived by Tiffany's trailblazing designer, Jean Schlumberger. In his work from the 1950s and 60s, Schlumberger, who was fascinated by the sea and traveled throughout Asia and to the Caribbean island of Guadeloupe to study its curiosities, sought to "capture the irregularity of the universe" in all its spiny glory. Many of his signature motifs adorn Verdeille's contemporary silhouettes, with a chapter dedicated to his famous Seahorse, embellished with moonstones, zircons and sapphires, or the Sea Urchin rings that frame yellow diamonds with gold beadwork and brilliant-cut stones to replicate the creature's spiny shell.

The Swiss House of Piaget delved into its archives, dedicating its Shapes of Extraleganza range to some of the 20th century's biggest artists, including Salvador Dalí and Andy Warhol. The 51-piece collection is replete with graphic silhouettes, zigzags and waves, referencing the expressive forms of 1960s pop art, surrealism and 1970s psychedelia. For pieces in the Kaleidoscope suite, a striped collar, earrings and ring, Piaget's lapidaries combined slivers of stones and minerals such as rhodochrosite, sugilite and verdite. In contrast, the Flowing Curves suite presents clusters of rare black opals in textured white gold. Opals are treated with equal reverence in the Virtuosity collection by Louis Vuitton, comprising 110 one-off jewels divided into 12 chapters, all devoted to the artisanal mastery that has defined the brand since its foundation in 1854. In the Savoir suite, a triangular-cut, 30.56-carat Australian black opal gleams within a dramatic necklace set with a custom-cut star-shaped diamond and a pear-shaped Zambian emerald and is mirrored by the black opal cabochons in a matching bracelet, ring and earrings.

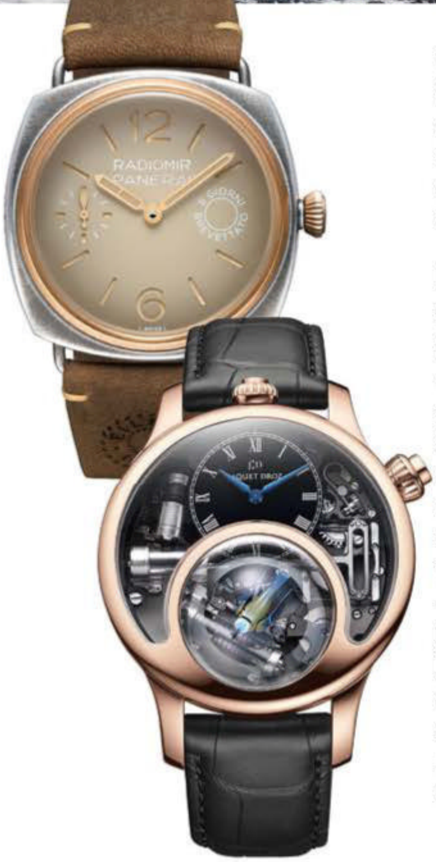
As an expert in the world's rarest gemstones, Graff remains focused on the primary hues of rubies, diamonds and emeralds. Assembled within the brand's in-house atelier, its earrings combine different diamond cuts with the finest "pigeon's-blood" rubies or emeralds. Especially enticing is a new diamond necklace and matching earrings of angular white and yellow diamonds set in minimal quantities of metal, as if the stones are floating above the skin. Their central design is a stylized take on Graff's recognizable Tribal motif, with radiating starbursts of gemstones in honor of an African folk tale about the creation of the Milky Way. It's a tale of magic and mystery that will undoubtedly continue to capture the imaginations of generations to come, much like these future heirlooms.

From top: Cartier Panthère Orbitale necklace; Chopard titanium and opal earrings from its Red Carpet collection; Piaget Kaleidoscope Lights suite ring; Louis Vuitton Savoir suite necklace; Harry Winston ruby crested duck brooch

A Panerai special edition watch comes with a charter aboard the yacht *Eilean*

The best of times

Simon de Burton takes a look at the most coveted new watches to wear this year



From a watch made with bronze salvaged from a celebrated yacht to another that offers its wearer the chance to make time stand still, these 10 luxury timepieces are worthy of a superyacht summer, whether you're crossing continents or lazing on a sunbed at anchor.

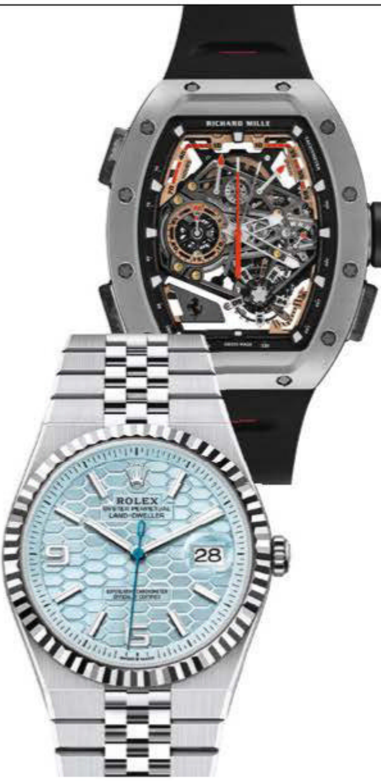
Spirit of adventure

In 2006, former Panerai CEO Angelo Bonati discovered the wreck of a once-elegant classic yacht lying neglected off a beach in Antigua. The Bermudian ketch was built in 1936 by the Scottish yard William Fife & Son – and was made famous in the music video for Duran Duran's 1982 hit *Rio*. Bonati acquired *Eilean* on behalf of Panerai, had her towed to Europe and oversaw a two-year restoration that returned the 90-foot boat to better-than-new condition. This special-edition watch has an eight-day power reserve and its case back and bezel ring are in the bronze salvaged during *Eilean*'s rebuild. It is limited to 30 examples – and the price includes an "adventure" aboard the yacht off Sicily. *Panerai Radiomir Eight Giorni Eilean, $46,500, panerai.com*

Flight of fancy

Pierre Jaquet-Droz started his company in the late 18th century, and to help sell his watches, he also manufactured realistic automaton figures able to fire the imagination of kings and emperors. Those early years are not forgotten – the modern Jaquet-Droz has miniaturized and adapted the art of automatons to its wristwatches. This piece features a tiny, hand-carved and -painted bird that flies through an opening beneath a crystal dome, whistles, opens its beak and beats its wings. The energy for the animation comes from an independent spring, wound by an additional crown. *Jaquet-Droz Charming Bird Automaton, $399,000, jaquet-droz.com*

PHOTOGRAPHY: COURTESY OF PANERAI; GETTY IMAGES; IMAGNO/GETTY IMAGES



High performer

"A racing machine on the wrist" is how Richard Mille described his ultra-high-end creations after launching the brand in 2000. The watches have since become inextricably linked with high-performance cars, thanks to a long-standing partnership with McLaren and Ferrari. The first watch resulting from the latter was the RM UP-01, which at 1.75mm was briefly the world's thinnest mechanical watch. More practical for daily wear is the new RM 43-01 Ferrari Tourbillon Split Seconds Chronograph. Just 150 will be made, half with carbon TPT cases, the other half with titanium. A plate set beside the skeletonized movement takes the shape of a wing-tip from the 499P Le Mans Hypercar, and the barrel setting is based on a Ferrari clutch plate. *Richard Mille RM43-01 Ferrari, from $1.3 million for the titanium model, richardmille.com*

The showstopper

Rolex rarely launches an all-new model, so it's no surprise that its Land-Dweller range stole the show at this year's Watches & Wonders exhibition in Geneva. The latest in what is now a trilogy of existing Dweller models (along with the Sky-Dweller and Sea-Dweller), the Land-Dweller features an integrated bracelet with a case based on its Oysterquartz Reference 1630 model of more than 50 years ago. The Land-Dweller, however, benefits from decades of Rolex R&D, which makes it eligible for no fewer than 32 patent applications. Steel and white gold, rose gold or platinum models are available, all in 36mm or 40mm diameter. *Rolex Land-Dweller, $14,450 to $118,050, rolex.com*

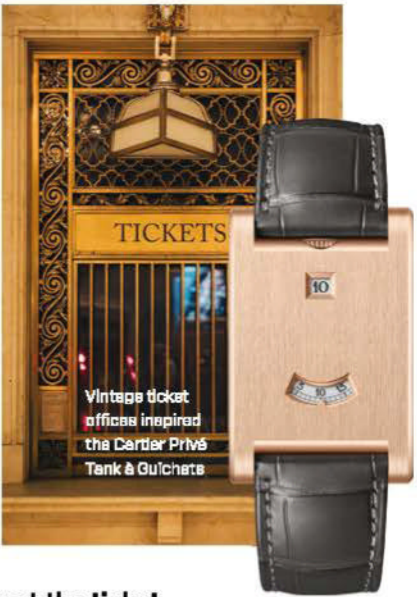
Into the blue

It was 25 years ago that Jacques Helleu, then Chanel's artistic director, took inspiration from his love of sailing to create an entirely new type of sports watch, with a case and bracelet made from scratch- and salt-proof ceramic. Named J12 after the celebrated racing yachts of the 1930s, it was originally available only in black before a white version was introduced three years later. Now, to mark the horological hit's quarter century, Chanel introduces the Bleu, in a satin-finish ceramic based on the blue hue that Coco Chanel favored for her famous la marinière striped sailor tops. *Chanel J12 Bleu, from $10,500, chanel.com*

ROLEX RARELY LAUNCHES AN ALL-NEW MODEL, SO IT WAS NO SURPRISE THAT ITS LAND-DWELLER STOLE THE SHOW

CHANEL
J12
AUTOMATIC

French sailor tops have led to the blue of Chanel's new watch



Vintage ticket offices inspired the Cartier Privé Tank à Guichets

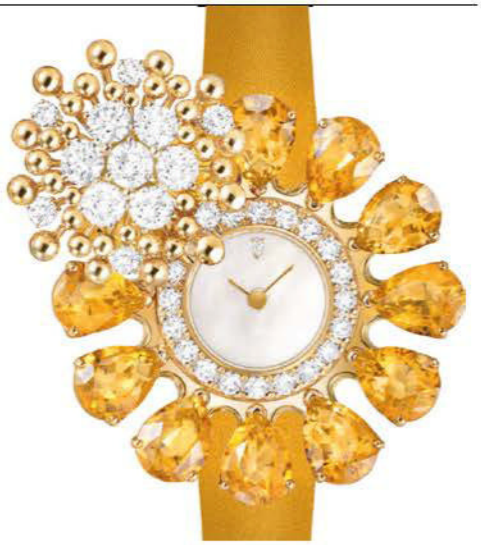
Just the ticket

The return of the guichet watch created a horological trend few had anticipated. "Guichet" refers to the windows typically seen in old-fashioned ticket offices and was first used by Cartier on its original jumping-hour wristwatches of the late 1920s. "Jumping" watches show the time through numbers marked on rotating hours and minutes disks that "jump" in unison when a new hour begins. Brands including Bremont, Louis Vuitton and Gerald Charles have introduced such watches this year – but Cartier's revived Tank à Guichets is a dead ringer for the OG. Choose from standard models in yellow gold or rose gold cases, or a limited-edition platinum version, in which the displays are angled rather than horizontal. *Cartier Privé Tank à Guichets, from $47,700, cartier.com*

>>

First class

Think Louis Vuitton, you might think trunks; think trunks, you might think travel. So it makes sense that the brand's new Spin Time Antipode watch combines its unique jumping hour mechanism (which displays time on a set of revolving cubes) with what LV claims to be a world-first travel time complication, in which times across 24 zones work in tandem with a day/night indication. (The Taiko in the name refers to the shape of the Spin Time's case that resembles a Japanese drum.) *Louis Vuitton Taiko Spin Time Antipode, $105,000, louisvuitton.com*

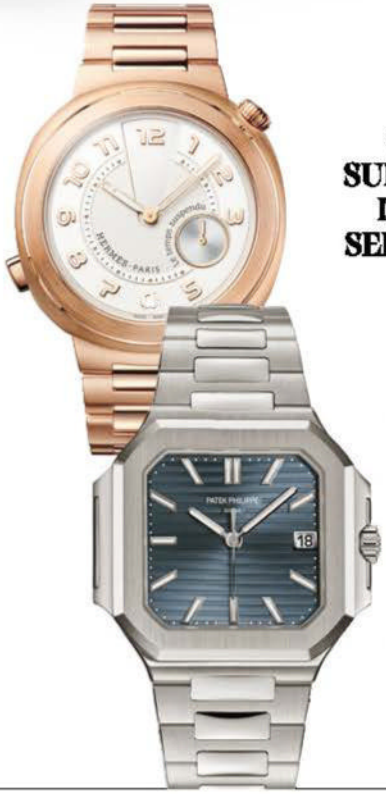


Secret Garden

Van Cleef and Arpels doesn't make mere watches but "jewels that tell the time." And these latest creations certainly live up to the description – "secret" watches that, at first glance, appear to be exquisitely crafted bracelets. The secret is the flower centerpiece with diamond pistils and gold foliage. Designed to pivot to one side, the flower reveals a tiny cocktail watch with a diamond bezel and mother-of-pearl dial. Aquamarine, rhodolite and citrine-based designs are available, each version matched to a silk strap. *Van Cleef and Arpels Fleurs d'Hawaï, POA, vancleefarpels.com*

Time stands still

If you've ever reclined on your yacht's aft deck sunlounger and wished the contentment would never end, this new Hermes watch could be for you. It combines the case of the smash-hit Cut model launched last year with the playful Le Temps Suspendu (or Time Suspended) movement first seen 14 years ago. It owes its name to the mechanism that allows time to stand still. At the press of a button at the eight o'clock position, the hour and minute hands flick to the top of the dial where they come to rest in a V shape. Pressing the button again returns the hands to the correct time. Genius. *Hermes Cut "Le Temps Suspendu," from €28,000, hermes.com*



THE CUBITUS IS DESIGNED TO SUIT BOTH MEN AND WOMEN – AND IS SET TO BE THE WATCH TO BE SEEN WITH ON DECK THIS SUMMER

Future classic

Launched in late 2024 as a replacement for the popular Nautilus 5711, the Cubitus was the first new model from Patek Philippe in 25 years and instantly polarized opinion. Almost 12 months later, however, it is hailed by many as a future classic with an order book said to stretch into 2030. And this new, smaller version in white gold is unlikely to be any less popular. Offering a 40mm case instead of the launch model's 45mm, it's designed to suit both men and women – and is set to be the watch to be seen with on deck this summer. *Patek Philippe Cubitus 40mm, $80,346, patek.com*

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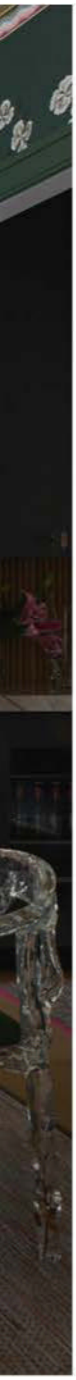
SET COURSE

With summer in full swing, *Belle Rice* selects this month's essential events in your favorite superyacht hotspots

Design showcase

The Hampton Designer Showhouse returns for its 20th year with more than 20 A-list interior designers contributing to the decor of a brand-new 9,000-plus-square-foot home by Town & Country Builders, located a short drive from the village of Southampton. Designers Jamie Drake and Alexa Hampton are the honorary design chairs for his year's event. *Open to the public until August 31, hamptondesignershowhouse.com*

Above: the dining room decorated by Elissa Grayer for the 2023 Hampton Designer Showhouse

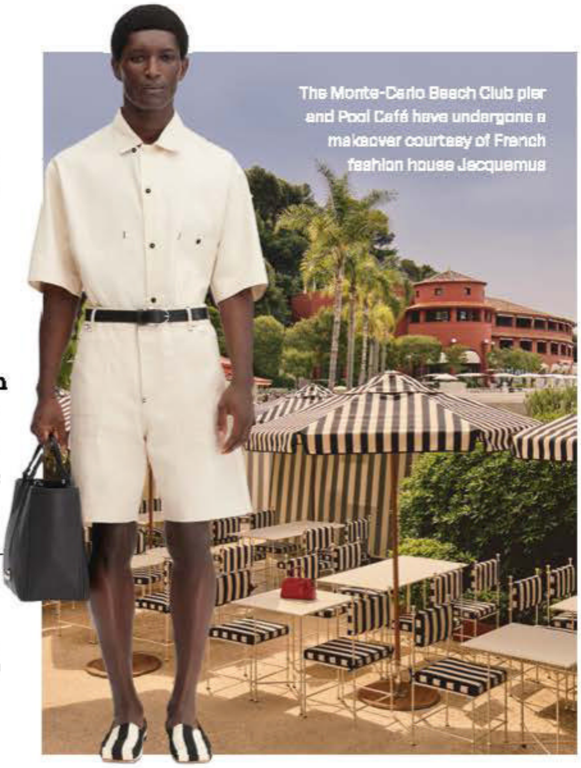


CHRISTIAN DIOR

Dioriviera D-Wave large brim cloche straw hat with blue and white embroidered band, $890; blue square sunglasses, $610; both dior.com

CRUISE INTO SUMMER

In Ibiza, French fashion brand Jacquemus and Casa Jondal have teamed up for a seasonal takeover of the Ibiza beach club and restaurant, complete with a pétanque course inspired by the bright hues and polka dots of the label's La Croisière (cruise line) collection. If the White Isle isn't on your itinerary, the French fashion house recently opened a boutique in West Hollywood. *Open until the end of the season, jacquemus.com*



The Monte-Carlo Beach Club pier and Pool Café have undergone a makeover courtesy of French fashion house Jacquemus

In Italy, Dior has collaborated with Hotel Cipriani in Venice to showcase its new beach collection, Dioriviera, in a new bar and dining space that overlooks the Grand Canal across from St Mark's Square. ***dior.com***

Dining by design

Chefs Arnaud Donckele and Maxime Frédéric partner with Louis Vuitton for a culinary experience at their Michelin star restaurant at the White 1921 hotel in Saint-Tropez again this summer. Their reimagined dining experience features creative Med fare presented on Louis Vuitton's new Constellation tableware collection. *Until September 30, louisvuitton.com*

PHOTOGRAPHY: MARCO RICCA

The crystalline waters of Phi Beach are the setting of the new Nammos in Baja Sardinia

ITALIAN INDULGENCE

Nammos, famed for its gourmet Mediterranean dishes from Mykonos to Dubai, has opened a seasonal outdoor restaurant in Sardinia at Phi Beach. Fans favorites, such as salmon teriyaki and risotto saganaki, are on the menu, as well as a long list of celebrity DJs to stretch the party all day, including Peggy Gou, Jamie Jones and Bob Sinclar, who are on the roster to play sets this summer. The restaurant is also set to open its first urban location in London's Mayfair this fall. *Open in Sardinia until August 31. nammos.com*

Rock on

Greek demi-fine jeweler YSSO has partnered with Eden Rock St Barths to launch Forms of an Island, a five-piece capsule collection inspired by the island's native flowers. Handcrafted in gold-plated bronze, it is available at Eden Rock's boutique, Net-A-Porter and YSSO's online store. *From $440, theysso.com*

Keeping watch

Experts in the recovery of stolen watches tell *Ming Liu* what you should do if your favorite timepiece goes walkies

Summer is fully upon us, which means balmy nights out on the town, T-shirts and bare arms on display – and a high chance that nefarious parties get a glimpse of your favorite luxury watch. Watch theft has been a growing problem in recent years when the goods are on full display during games and championships. “Wherever collectors congregate, the thieves are there,” Christopher Marinello says. A lawyer and the founder of Art Recovery International, he is something of a guru for collectors seeking to recover their stolen watches. Being in the comfort and sanctuary of one’s yacht doesn’t safeguard against theft, either. Valuables go missing from boats – one famous example is the disappearance of a Picasso from a yacht under refit in 1999 – and vacationers are more prone to forget to secure their prized possessions.

“Boats are used for entertainment, so there will be lots of people coming and going. The more people you have on the yachts, the easier it is for someone to slip into the crowd unnoticed,” Katya Hills, managing director of The Watch Register, says. The company, which began in 2014, operates the largest database of lost and stolen watches with more than 105,000 pieces registered. Hills notes that a “common MO” involves women met at, say, a trendy bar who are invited to come aboard and vanish the next morning with the owner’s luxury timepiece.

However you might become separated from your valuable watch, what should you do if it happens to you? The first thing is to report it to the police. You should also quickly register it on sites such as The Watch Register and notify the watchmaker (most manufacturers, from Rolex to Audemars Piguet, keep a database of stolen watches). Speed is of the essence: a watch stolen in Los Angeles can be in Brussels within a couple of days and sold within hours, if not minutes. “Watch theft happens quickly, and stolen watches are disseminated even faster,” Marinello says.

Being in the comfort and sanctuary of one’s yacht doesn’t safeguard against theft

The Watch Register has a proven record of tracking lost timepieces, having located 4,500 in the last 10 years, 500 this year alone. “In many cases, a stolen watch will be resold either the same or the next day to a pawnbroker or a jeweler,” Hills says. The company tracks down around five lost or stolen watches per day, working closely with its long-standing network in the trade – from online resellers and dealers to auction houses. The site also credits its recovery success to its close ties with the London Metropolitan Police in particular, which shares all stolen watch data with The Watch Register.

The Watch Register charges a nominal administrative fee for reporting the watch and operates on a “no win, no fee” basis thereafter, charging the victim 20 percent of the watch’s current market value only if it is recovered. A prerequisite is a police report reference number for thefts or an insurance claim number for losses. While it may take a little time to get a report or claim number, Hills still urges victims to notify The Watch Register immediately and supply the reference later. Half the watches recovered have been found within a year of the theft and 35 percent within six months, she says. Another crucial element is the watch serial number, which is essential for tracking a lost timepiece. This is among the precautions collectors can take to protect themselves.

Geneva-based Roy and Sacha Davidoff are vintage watch specialists

Roy Davidoff, a vintage watch specialist in the business for more than 30 years, advises clients to properly document their valuables. He helps create files with high-resolution watch images, which his company keeps in its database. These are especially helpful if a stolen watch shows at auction, for example. "We have pictures and can compare – the scratches, the bezel, the serial number of the movements and any detectable flaws," he says. Another must is registering the watch with the manufacturer, even if it was a gift or an heirloom. "It does not matter how you acquired the watch – if you inherited it, bought it second-hand or on the gray market – as long as it's legal," Davidoff says. "The important thing is that it's registered under your name and linked to your profile with the brand." He likens the process to owning a car – the manufacturer knows the vehicle belongs to you. "People don't do that with watches, either because they don't know or are lazy," he says. "It doesn't stop it being stolen, but you are prepared if something bad happens."

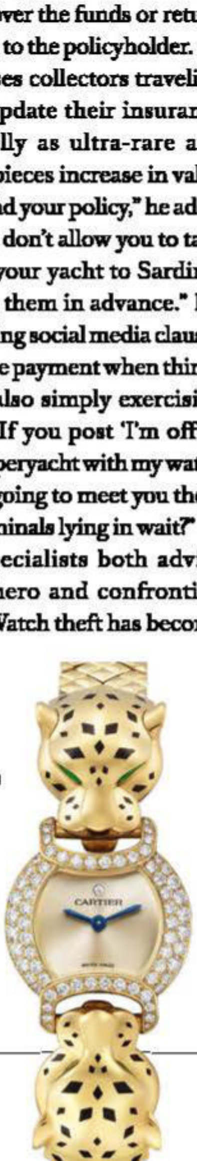
Meanwhile, watch insurance is the "ultimate safeguard," according to Marinello, and indeed The Watch Register's key clients are insurance companies who have paid their clients and are seeking to recover the funds or return the physical watch to the policyholder.

Speed is of the essence: a watch stolen in Los Angeles can be in Brussels within a couple of days and sold within hours, if not minutes

Marinello advises collectors traveling this summer to update their insurance policies, especially as ultra-rare and complicated timepieces increase in value each year. "And read your policy," he adds. "Some companies don't allow you to take your watches on your yacht to Sardinia without notifying them in advance." He also advises checking social media clauses that can complicate payment when things go wrong – and also simply exercising common sense. "If you post 'I'm off to Positano on my superyacht with my watch collection,' who's going to meet you there but a bunch of criminals lying in wait?"

Brands and specialists both advise against being a hero and confronting thieves head-on. Watch theft has become increasingly violent, especially as the value of exclusive pieces has skyrocketed. "I've seen watches cut from arms hanging out of the windows of Ferraris, and people getting wrestled to the ground and beaten up in front of their 12-year-old children," Marinello says, adding that guns are also now being used in these crimes. A legal strategist, Marinello leans more into the idea of knowledge as power, and is known to advertise theft notices, including on social media. He also encourages victims to consider offering a reward, a good tactic for tip-offs. Publicizing thefts is gold too, especially if the press disseminates information. "They actually help make these stolen watches radioactive," Marinello says.

Cartier is the second-most commonly stolen timepiece brand, after Rolex. Unusual watches such as this La Panthère de Cartier piece in yellow gold set with 128 brilliant-cut diamonds (right) are particularly targeted by thieves



All agree that more engagement is needed from the brands themselves – whether sharing their internal stolen databases or working with the victims. Luxury watchmakers, after all, increasingly have an interest if collectors don't feel safe wearing – and buying – luxury watches. There is reputational risk, too; Rolex is the most commonly stolen brand on The Watch Register, accounting for 43 percent of the database, followed by Cartier.

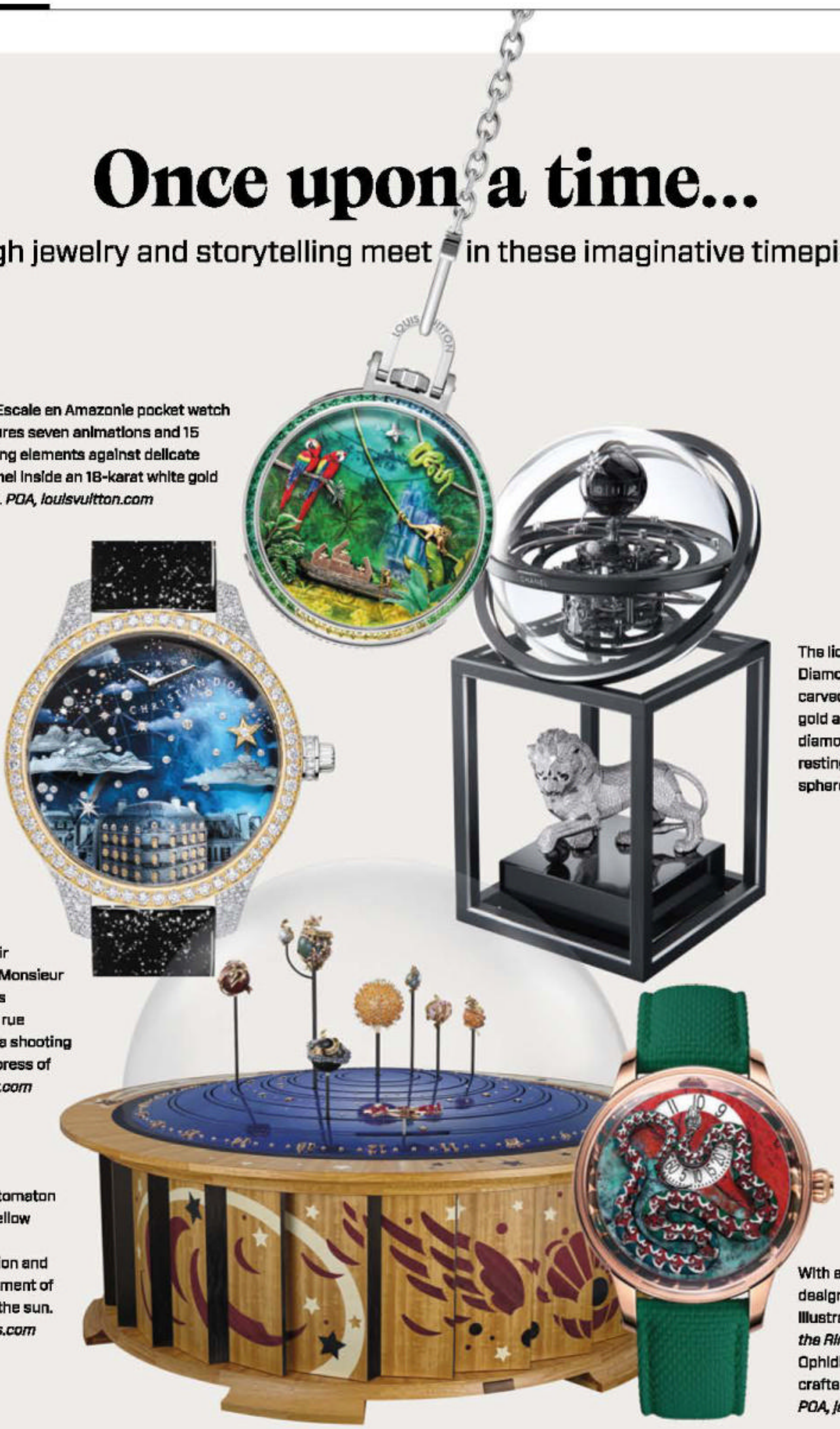
Stolen watches tend to resurface when brought to the manufacturer for service, offering brands the chance to take a more proactive role in resolution. Experts note that most buyers are cooperative – 90 percent of watches brought in for service are from innocent or good-faith buyers. At the moment, however, only smaller, more nimble independent brands are dedicating resources to connecting victim and possessor.

In the end, the collectors themselves are the best sleuths. Even if they've been compensated by insurance, theft victims often spend years trying to trace their beloved watches. It might have been a gift from a loved one or a rare, symbolic piece that the owner spent years hunting down. "Collectors are some of the best eyes and ears," Marinello says. "They're out there looking for their own watches."

PHOTOGRAPHY: COURTESY OF CARTIER; ADOBE STOCK; COURTESY THE BROTHERS DAVIDOFF

Once upon a time...

High jewelry and storytelling meet in these imaginative timepieces



The Escale en Amazonie pocket watch features seven animations and 15 moving elements against delicate enamel inside an 18-karat white gold case. *POA, louisvuitton.com*

The lion on Chanel's Diamonds Astroclock is carved in 18-karat white gold and set with 5,037 diamonds, its front paws resting on an obsidian sphere. *POA, chanel.com*

The Dior's Grand Soir Automate Étoile de Monsieur Dior depicts its Paris headquarters at 30 rue Montaigne and has a shooting star activated by a press of the crown. *POA, dior.com*

The planetarium automaton in rose, white and yellow gold is part of the Planétarium collection and replicates the movement of the planets around the sun. *POA, van-cleefarpels.com*

With a snake motif designed by John Howe, illustrator of the *Lord of the Rings* novels, the Ophidian Hour watch is crafted from red gold. *POA, jaquet-droz.com*

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"Hey, I have a crazy idea..."

How an Indonesian phinisi was conceived during a global lockdown

Celestia, the 148ft charter yacht built for Jasmine Chong and Jason Tabalujan

PHOTOGRAPHY: COURTESY OF OWNERS

THIS MONTH: *the Owners' Club convenes in Bermuda / notes from Norway / a six-year family world cruise*

EDITED BY Caroline White

>>

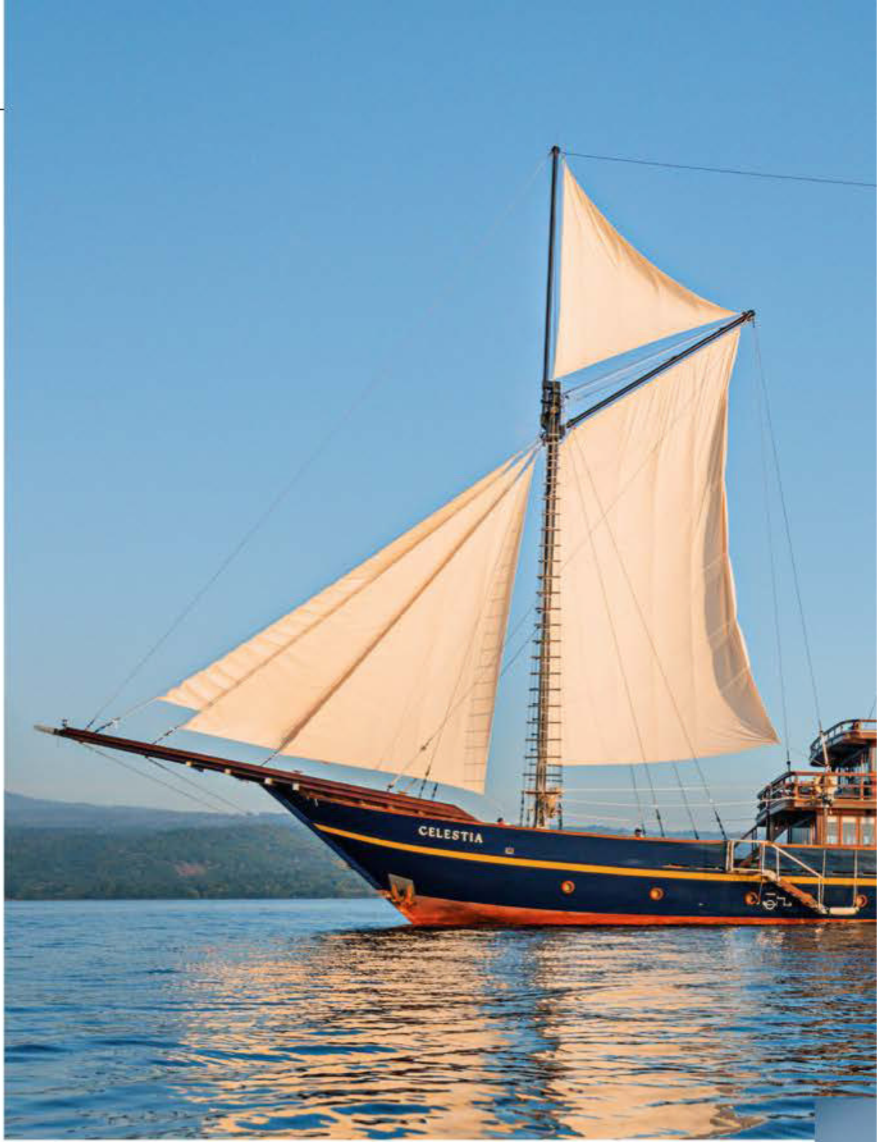
ON BOARD WITH

Jasmine Chong and Jason Tabalujan

The divergent life paths of this brother and sister converged in the ultimate pandemic project, the phinisi *Celestia*, learns *Terry Ward*

JASMINE CHONG
PLACE OF BIRTH: KUALA LUMPUR, MALAYSIA
ALMA MATER: SCHOOL OF THE ART INSTITUTE OF CHICAGO & PARSONS SCHOOL OF DESIGN
OCCUPATION: FASHION DESIGNER
FAVORITE RECENT PURCHASE: CARRARA MARBLE DINING TABLE
HAPPY PLACE: NYC 79TH ST GREENMARKET ON SUNDAY

JASON TABALUJAN
PLACE OF BIRTH: SINGAPORE
ALMA MATER: UNIVERSITY OF VIRGINIA & THE WHARTON SCHOOL OF THE UNIVERSITY OF PENNSYLVANIA
OCCUPATION: PRIVATE EQUITY FUND MANAGER
FAVORITE RECENT PURCHASE: ON CLOUDMONSTER 2 SHOES
HAPPY PLACE: OMBÉ KOFIE MENTENG, HIS NEIGHBORHOOD COFFEE SPOT IN JAKARTA



Jasmine Chong is very far from her daily life, under a Milky Way-streaked sky and at anchor in a glassy harbor off the northern coast of Sumbawa island in Indonesia. We are on board *Celestia*, the 148-foot phinisi that Chong owns with her older brother, Jason Tabalujan.

Bioluminescence glitters in the water on the boat's portside and we're riveted to the show happening just below the surface. A squid followed by a cloud of nervous minnows and then an undulating banded sea snake thread their way through the sparkles. There are stars in the sky and stars in the water. We haven't even started sailing here in Indonesia's Coral Triangle, but magic is already all around.

Chong was born to an Indonesian mother and Malaysian father and grew up with Tabalujan and their middle sister in Malaysia, Indonesia and Australia. She's a successful fashion designer who lives in New York City, where she runs her luxury, ready-to-wear-label of women's clothing and accessories.

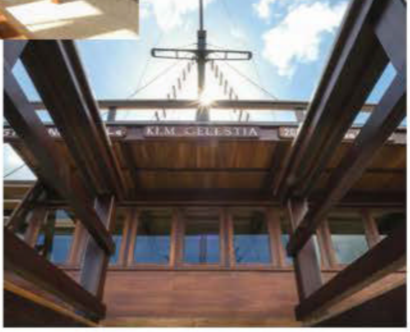
But during the long, lonely days of the pandemic in 2021, far from her parents in Malaysia and Tabalujan – a private equity fund manager who lives in Jakarta – she got a call from her brother that spawned a collaboration she never saw coming.

"I said, "Hey, I have a crazy idea, do you want to hear about my crazy idea?"" Tabalujan recalls saying to his sister.

Lighter on work than usual during the pandemic and with itchy feet from staying at home, he'd been looking for places to

PHOTOGRAPHY: COURTESY OF OWNERS

A luxurious example of a traditional Indonesian sailing vessel, 148ft *Celestia* was delivered in 2023 to sister and brother owners Jasmine Chong (below left) and Jason Tabalujan (bottom)



Watching Bulukumba's boatbuilders, Tabalujan got a wild idea about how to spend some of his hard-earned money

travel within Indonesia. So Tabalujan had hopped a few flights from his home in Java to the Indonesian island of Sulawesi. He had carried on south from Makassar along palm-lined roads crowded with motorbikes to Bulukumba, the region famous for its hand-built phinisis – this artful boatbuilding has won it a place on UNESCO's Intangible Cultural Heritage of Humanity list.

It was there, watching Bulukumba's legendary boatbuilders shimmy up near-vertical boat hulls and wield impossibly heavy iron hammers to do their work, that Tabalujan had a wild idea about how to spend some of his hard-earned money.

"I knew I wanted to do something involving hospitality, design and F&B, and that it would be a very boring boat if I did it on my own," Tabalujan says. (Chong got the creative gene, he quips, while he's color blind and "better on an Excel spreadsheet.")

When he called his sister to see what she thought about building a charter phinisi together, Chong recalls feeling surprised.

"I was like, I'm a fashion designer. It felt crazy," she says. "But it was the pandemic and there were travel bans. There was something very nice about dreaming of this project."

Before she knew it, she was down the rabbit hole: researching boat designs from afar, dialing into nonstop Zoom meetings, imagining the linens, textiles and other details that would eventually outfit the boat that they would later christen *Celestia*.

Hand-built from ironwood and teak, *Celestia* is a classic, two-masted phinisi with seven cabins, including two identical owners' cabins designed for Chong and Tabalujan. On the main deck, a cabin the siblings imagined with their parents in mind has an expansive, cushioned seating area where the family gathers during trips in the archipelago.

The interior is understated and elegant, with hand-woven rattan paneling from Java, hand-glazed Balinese tiles and tropical toile jacquard textiles designed by Chong. The crew of 17 hails from all across Indonesia and the wider maritime Southeast Asia region.

As children, Chong and Tabalujan enjoyed tropical vacations in places like Bunaken Island off North Sulawesi, Guam and Langkawi Island in Malaysia. And Chong says the two always shared a childlike awe when it came to wildlife, especially marine animals.

"I remember playing in tidal pools together and discovering a horseshoe crab, and just this sense of wonder," she says.

The siblings attended boarding school in Australia during their teenage years and later

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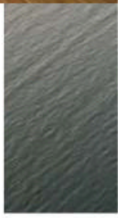


the University of Virginia. Their careers and lifestyles followed diverging trajectories after that until *Celestia* entered the equation.

Tabalujan credits his early years in Australia, where he learned about camping, sailing and truly enjoying the great outdoors, with teaching him to live independently in a new cultural environment.

"Being sent to Australia was a sink or swim moment," he says. He learned to persevere and became interested in endurance sports like cross-country running (he recently committed to running the New York City Marathon in early November).

Tabalujan graduated from the University of Virginia with a degree in economics and finance shortly after 9/11 and the dot-com crash, but he eventually found a job in investment banking in New York City, where he worked for five years. On Wall Street, 16-hour days were the norm, he says. During long meetings in the Credit Suisse First Boston boardroom, he remembers paintings of sailing ships. "That might have had a subliminal effect on my fascination with boats," he says.

After 23 years away and with an MBA in his grasp, he returned to Indonesia to live. He is now based in Jakarta where he runs his business managing third-party capital when he's not involved with *Celestia* (he recently hosted Indonesia's minister of tourism and the presidential security detail.) And while he ponders the potential of a land-based hospitality project in the future, for now, he says, he's squarely focused on *Celestia*.

Chong, by contrast, graduated from an all-girls boarding school in Australia, which she chose because of its beautiful historic buildings and seaside location before following in Tabalujan and her older sister's footsteps to the University of Virginia. After a year of co-ed life, however, she decided a degree in economics wasn't for her. Fascinated with fashion from a young age, Chong kept notebooks filled with her own "collections" as a kid. Her mother and sister asked her why she had never considered fashion school.

After a break back home in Malaysia, she earned a fashion degree in Chicago, moved to New York City and worked in the design rooms of Marchesa, Tory Burch, Anna Sui and Thakoon. A fashion marketing degree followed and Chong devoted her talents to launching her eponymous ready-to-wear label, Jasmine Chong, designed in her atelier in New York's Garment District.

The soft, dramatic silhouettes of her feminine and romantic designs incorporate rich textiles such as jacquards, silk, wool and even tapestries. And when it came to outfitting *Celestia*, Chong was excited to see what parallels existed between designing the interior and providing a luxury experience through her label.

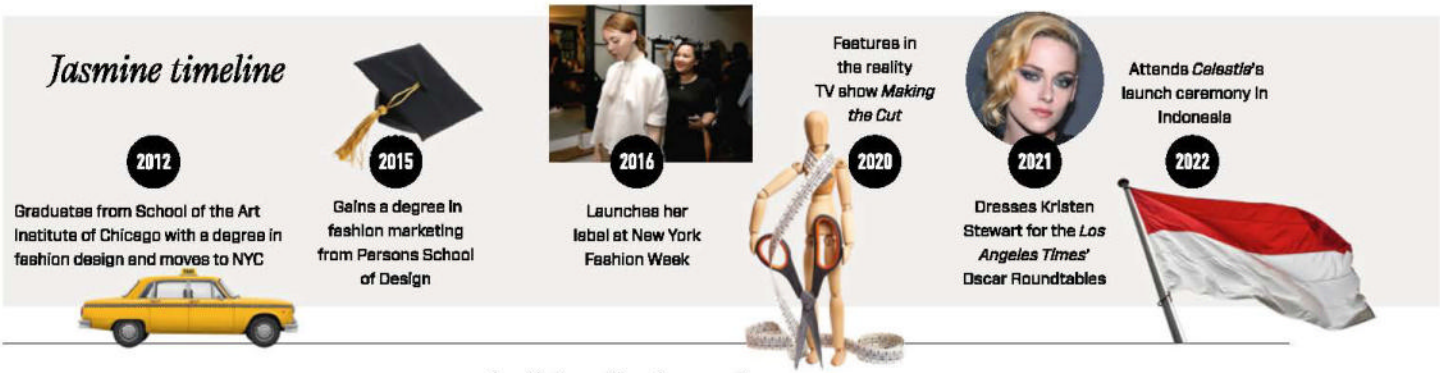
"I knew there would be a lot of tangible touchpoints on *Celestia* I'd enjoy, like fabrics and bed linens, but I was also excited to work on things like the menu," she says. (Celebrated Balinese chef Wayan Kresna Yasa helms Celestia's food and beverage program.)

The fact that she and Tabalujan were diving into such a project while the pandemic forced the family to be apart made it feel like an even bigger and more motivating dream, Chong says.

"Being in that bubble of wishfully thinking of a time when your family can come together and go on this fantastic trip was a great driver," she says.

Top: the siblings conceived the main-deck master cabin for their parents, while they have twin owners' cabins on the upper deck. Above: Jasmine Chong

PHOTOGRAPHY: ROBIN MARCHANT/GETTY IMAGES FOR JASMINE CHONG; ADOBE STOCK; RANDY SHROPSHIRE/GETTY IMAGES FOR LOS ANGELES CONFIDENTIAL/ HAMILTON BEHIND THE CAMERA AWARDS; COURTESY OF OWNERS



Jasmine timeline

2012
Graduates from School of the Art Institute of Chicago with a degree in fashion design and moves to NYC

2015
Gains a degree in fashion marketing from Parsons School of Design

2016
Launches her label at New York Fashion Week

2020
Features in the reality TV show *Making the Cut*

2021
Dresses Kristen Stewart for the *Los Angeles Times'* Oscar Roundtables

2022
Attends *Celestia*'s launch ceremony in Indonesia

"Wishfully thinking of a time when your family can come together and go on this fantastic trip was a great driver"

GOLDEN GLOBES

When Chong finally got to visit *Celestia* in 2022, while the yacht was still in the shipyard, the experience was very emotional. "I started to see her fleshing out, like a person. It was a lot like making a dress, where you think about the fabric, what kind of material to use, how it's going to move," Chong says. "These are all things I thought about when designing the boat."

The siblings also thought about how their parents, sister, her husband and their kids would experience *Celestia*, and how they would get to experience it with their friends as well.

"I was imagining my family in spaces like the salon, thinking about being in the indoor dining table or the lounge at the front of the boat with the dining tables outside. I was imagining that togetherness," Chong says.

Tabalujan recalls the first time he showed his parents *Celestia* while she was still under construction and covered with scaffolding. ("I waited until I sunk half my money into it, at a point where it couldn't be stopped," he laughs.) They climbed onto the roof and there was a beautiful sunset. "I told them, you have to visualize how it will be at sea," he says.

Another memorable family moment for Chong and Tabalujan was *Celestia*'s Peluncuran (launch) ceremony in South Sulawesi in 2022 when nearly the entire village and all of the boat's builders and their families came out to bless *Celestia*. A goat was sacrificed (its trotters were placed on the bow and stern to represent bringing the boat to life) and a gold ring was embedded in the keel to represent the yacht's navel before everyone sat down on the ground for a meal of delicacies wrapped in banana leaves.

Using chain blocks, 10 men pulled the yacht from the beach into the water, a process that took many days and involved copious palm wine, Tabalujan says.

"There were little kids running around this during the water launch ceremony, just playing and enjoying the boat. I think it really gave me a glimpse into the future of memories and family," Chong says. "I thought to myself, this is the first of many happy moments on the boat."

Now that she's properly afloat, the family also enjoys the boat. A scuba diver, Tabalujan has explored Indonesia's legendary dive sites including Komodo's famous drift dive, Shotgun, and the "Jackpot" in the Banda Sea, a site loaded with hammerhead sharks. He's fascinated by the history of the Spice Islands and remote outposts like Run Island in the Maluku Islands, where *Celestia* sails on custom itineraries.

For Chong, who doesn't dive, quiet moments spent stargazing from the top deck during an impromptu al fresco sleepover with her international group of friends and waking up to the sunrise, sustain her when she's back home in the concrete jungle of Manhattan.

After all, *Celestia* was named for the stars.

"So often when you think about boats you think about what's below the surface of the ocean. But how often, in our day-to-day lives, when you're pounding concrete, how often do you really look up?" Chong says. "In the city, you can't take in the stars." ▫

Top: Tabalujan at the 2024 Golden Globes; a five-day charter aboard *Celestia* was included in the celebrity gift bags

PHOTOGRAPHY: GETTY IMAGES; RYAN – STOCK.ADOBE.COM; KEVIN MAZUR/GETTY IMAGES FOR HOLLYWOOD FOREIGN PRESS ASSOCIATION; COURTESY OF OWNERS

Jason timeline

2003
Gets his undergraduate degree from the University of Virginia

2010
Wins his MBA from The Wharton School of the University of Pennsylvania … Moves back to Indonesia

2021
Dreams up *Celestia* after seeing the Bulukumba boatbuilders

2023
Celestia's maiden voyage to Labuan Bajo from Bali

2024
Attends Golden Globes after a *Celestia* charter is selected for the ceremony gift bag

DARIO SEGRE

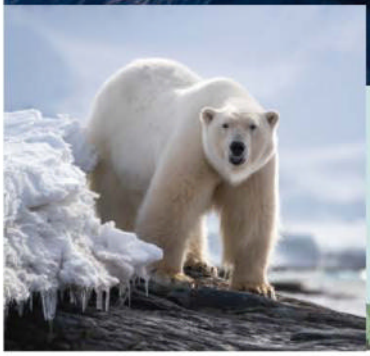
Yacht: ***Canova***
Length: 142ft
Year: 2019
Location: Norway

Where are you right now?
Sailing up the Norwegian coast, past some spectacular mountains and fjords. I love cold water — this is the new wave, because the Med is too hot and overcrowded. It's fantastic up here. There is no one around, we can anchor among this incredible scenery and the people have been so welcoming.

Where are you heading?
We're going up to Svalbard to see bears! You need a permit but it's been no problem from a paperwork point of view. When we go ashore, we also need a guide with a weapon and we'll have a guide on board, too, to help us make the most of the experience. We booked a mooring up there, only to discover we had lost it to the King of Norway!

Where will you sail after Svalbard?
We'll come back to Norway and spend all July here, after which we'll sail to the Azores and then maybe on to Madeira. In September, we'll be in Monaco. We've been to the Azores a few times before and it's a beautiful place — the mountains and hiking are amazing. When we're in Monaco, we'll likely appoint a central agent for the boat because we already have plans for the next boat — an aluminum motor catamaran, which we'll take to Chile. *Canova* is carbon fiber, which is a great material, but not perfect for cruising in remote Chile.

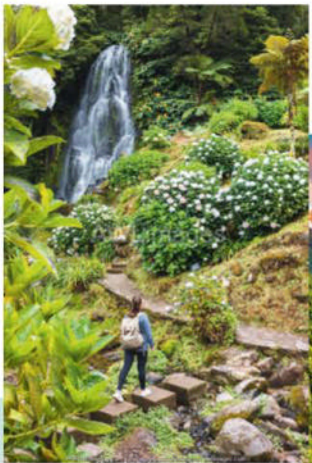
Alongside the catamaran, we'll build a smaller sailing yacht, around 52 to 59 feet, to serve as a support boat. All the luxuries will be on the catamaran and we'll have the yacht ready so we can always sail. There's more cold water to look forward to! I have been to Patagonia before in a Garcia 52 sailing yacht and we went all the way to Antarctica, and I absolutely loved it.



How long have you been on *Canova* this season?
We started at the beginning of April and went to Sardinia for a brief stop, before cruising north to Tromsø.

What's been your impression of Norway?
The people are so welcoming. We've had some wonderful invitations to meet people and they're very curious about *Canova* — or more accurately, the people on board! We spotted a killer whale yesterday and I can't wait to see more wildlife in Svalbard.

How's *Canova* sailing?
Beautifully. She's a yacht that prefers the ocean to the Med, big passages instead of short hops.



PHOTOGRAPHY: CARLO BORLENGHI; LOUIS HANSEL ON UNSPLASH; ADOBE STOCK; QUIN BISSET/STUDIO ILLUME; FRANCESCO RICCARDO IACOMINO/AWL IMAGES

Members' Logbook

Losing a mooring to the King of Norway, and the joy of a regatta founded on friendship

North Sea
Baltic Sea

MIKE MAHONEY

Yacht: ***Tawera***
Length: 92ft
Year: 1995
Location: Antiparos

How was your Cyclades Cup experience?
Amazing — the Cup's just an excuse for us all to get together and have great camaraderie. That's why we've come here — we love it.

What's the best thing about the regatta?
Ilia and Mathios Rigas have created an atmosphere that is so friendly. We race as hard as we can, but the overriding attribute of this regatta is the friendship. The racing comes second to that.

Do you like to race with friends or import professional crew?
For this regatta, we don't import professional crew, but we do still set out to win and push the boat hard, which was probably best evidenced by the fact we broke our boom! A bearing broke, which in turn broke the mandrel. It's very simple. The important thing is no one got hurt. It's only a toy.

Where are you heading next?
We have some friends arriving in Milos in a couple of weeks, then from Milos we're just going to drift east through the Cyclades and we'll finish up in Kos. Hopefully we'll leave the boat in Athens. Then we'll come back (from New Zealand) in September and do another couple of weeks.

How's *Tawera* running?
She's a lovely old girl. We've owned her for 10 years. We do enjoy her and we've got a great crew — we're like a family on the boat, and that's what we love.

What is the secret to happy yacht ownership?
A happy wife! And having a good crew, keeping it safe and keeping it light.

MAP JING ZHANG

"The new superyacht dock in St George's is a game-changer for visiting boats"

CAMERON RIDDELL

A taste of Bermuda

One year ahead of the Rendezvous, Owners' Club members were given a preview of the island's charms

A total of 321 superyachts passed through Bermudian waters in the first half of 2025, making it one of the busiest ever starts to a year for the mid-Atlantic archipelago. Bermuda's popularity is due to soar again in 2026 as the inaugural Bermuda Superyacht Rendezvous takes place June 18 to 21.

To mark the 12-month countdown to the event, *BOAT International* invited a select group of superyacht owners to Bermuda to experience the island over three days, taking in the historic town of St George's, fine meals at Bermuda's best restaurants and a gentle cruise on a 79-foot sailing catamaran.

"I have been to Bermuda before, during the America's Cup in 2017, but I was keen to see how it has developed as a superyachting destination," says Cameron Riddell, owner of 115-foot *Eros*, built in 1939. "The new superyacht dock in St George's is a game-changer for visiting boats."

The new dock in Bermuda's oldest town can host vessels up to 490 feet, with an on-site yacht agent and concierge service. Yachts are able to check in to the country and refuel before exploring historic shipwrecks, pristine beaches and sublime cuisine.

"We were thrilled to welcome such an incredible group of owners to the island," said Jamari Douglas of the Bermuda Tourism Authority. "Showcasing the variety of experiences both on and in the water created memories we'll all treasure. Forging new friendships and valuable partnerships speaks to the strength of the *BOAT* team, whose support helped us deliver an exceptional event."

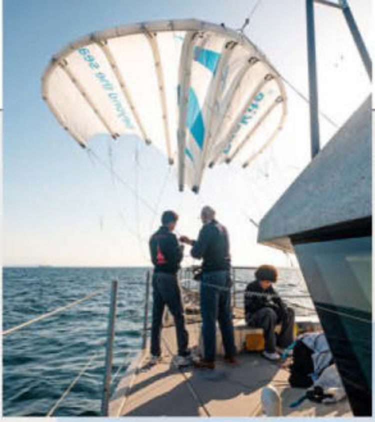
Top: Elizabeth Riddell, Kristin White and Chapman Ducote. Above: Tom Stark and Cameron Riddell. Below: Amy Parsonson and Tara Lynch

Top: Chloe Blows, Sarah Reinbolt and Natalia Dowling-Kennedy. Below: Elizabeth and Cameron Riddell. Bottom: Cheryl and Michael Weiss with Ira Levenshon, Mark Soares and Stewart Campbell

MY LIFE IN BOATS

Thierry Verstraete

Traveling the world by boat gave the Belgian entrepreneur a new perspective, learns *Kate Lardy*



When I was 16 I saw the movie *Jonathan Livingston Seagull*, which made me question why we have to stay in the "flock." The second thing that made a big impression on me is Teddy Roosevelt's 1910 speech, "Man in the Arena," which says credit goes to the man who tries things, who does things, and not the critic who says how he could have done better. That's what led me to do a solo crossing of the Atlantic in 2016.

I learned to sail on Optimist dinghies as a kid and sailed as a teenager but when I started my trucking company, I didn't have the money or time. Between the ages of 25 and 35, I just worked until I got the fruit of my labor and started doing more offshore sailing. I have done so many things in life – raced superbikes, raced cars, cycled to Santiago de Compostela from Belgium – that when I went to my customers, I always had stories to tell. People are more passionate about stories than about figures. I grew the business into a company with 350 employees in seven locations.

I sold it in April 2019 and in August of that year set off with my family on a world tour on a Sunreef 60 catamaran. It was on my to-do list. We began in Belgium, then went to Las Palmas and participated in the ARC (Atlantic Rally for Cruisers) to St. Lucia. Once there, we visited the Caribbean islands, and went on to Colombia, Panama, the Galápagos and French Polynesia. When we started, my daughter was eight and my son was 10 and we homeschooled. The plan was to return to what I considered the center of the world – Europe – as soon as possible, but Covid-19 stopped us in Tahiti and my ideas changed. We couldn't go any further, so I sent my kids to school in Tahiti and saw the value in a worldly education. That began five more years of cruising while giving our children the stability of traditional schooling in different countries.

Also in Tahiti, I began to design the ideal next boat and I arrived at a motor boat. I always want to go faster when sailing; it's intensive work, sail up, reef in, reef out. We had done a lot of miles when we arrived in Tahiti and I was a bit tired of it. I ended up building an 82-foot yacht, *Deo Juvante*, in New Zealand, based on plans from naval architect LOMOcean, which I modified. This is my seventh boat, and it's my first motor boat. With my sailing background, I needed something to keep me busy, so we fly a SeaKite. It's challenging but we have a better ecological footprint with 10 to 30 percent fuel savings.

After Tahiti, we went to New Zealand, Australia, Indonesia, Japan, Alaska then Victoria, British Columbia, where we are now. The schools our children attended, the people we met and the challenges we faced have all contributed to their growth. My oldest is now 16, so this way of education has reached its expiration date. He has interests other than cruising with his dad. In September, they start school in Switzerland.

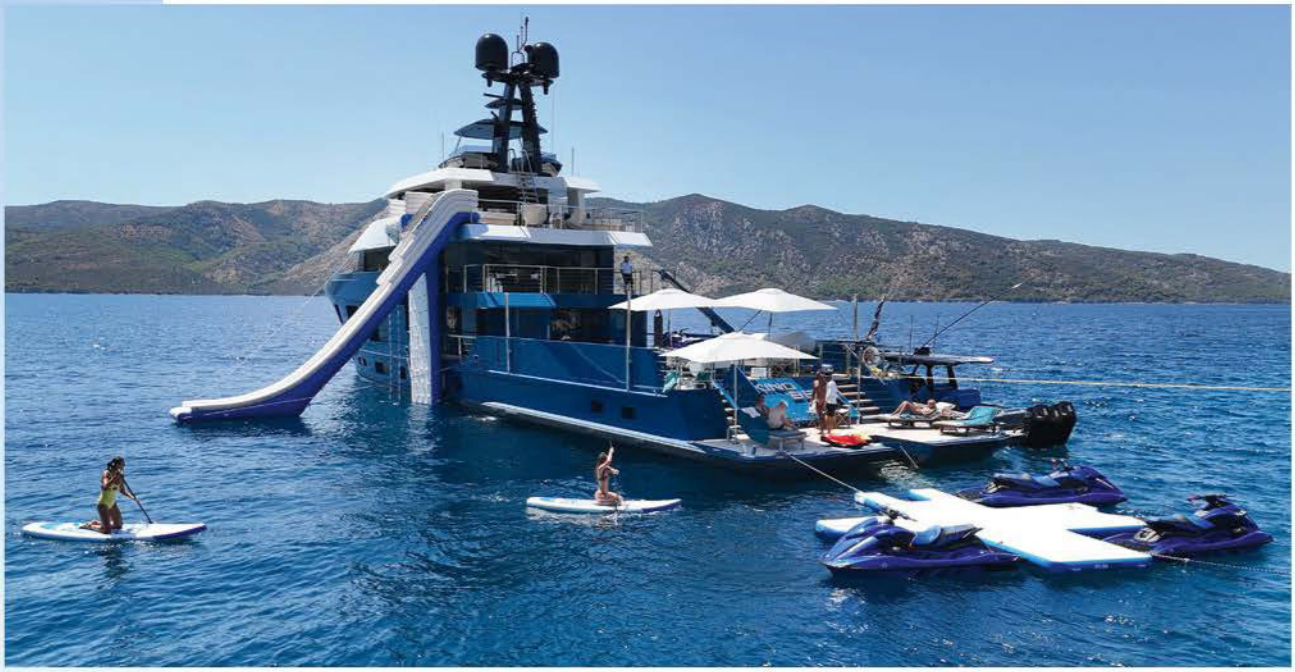
As for me, I am now dedicated to a new venture, Deo Juvante Yachts. We have two designs, an 80-foot catamaran and a monohull, with a third underway, all with naval architecture by LOMOcean. They are based on my 40 years of experience sailing, traveling the world and living and working on board and are full of innovative things I don't see on the market. Money isn't my motivation. It's about sharing this life behind the horizon and the message of seeing things from another perspective by leaving the flock. □

Top: the SeaKite launch with Verstraete's son Clement, daughter Mazarine and kite wing developer Yves Parlier; the catamaran model from Deo Juvante Yachts; the original 82-foot *Deo Juvante*. Below: Verstraete's family, crew and guides in Papua New Guinea

PHOTOGRAPHY: HARPOON PRODUCTIONS

ALL HAIL THE KING

Why does a leading London restaurateur and experienced charter guest call *King Benji* the most momentous superyacht experience yet conceived?



King Benji offers plenty of room for socializing among its 10 dining spaces, and in its hidden nooks scattered around the decks for those looking to find a spot to relax

"There are these rare moments in life when suddenly the world feels like a bigger, more vivid place; when we're alert to every sight, sound and sensation," says Tara MacBain, the 34-year-old owner of legendary London restaurant Julie's. "The second we realize it, it's gone."

Several such moments occurred aboard *King Benji* – the striking 154-foot explorer yacht currently fizzing with charter activity. Tara had selected her for a Caribbean voyage with a group of friends and family. "Some say these moments connect us to the cosmos or similar, but the hard-knocks restaurant trade tells me the secret lies more in removing obstacles from savoring life's essence."

"D'you know about the concept of afterglow?" she continues. "It's that coming together around a table for a reunion; for hearing about friends' or family members' epic triumphs or humorous fails since the last time everyone convened. Recent memories are shared and recombined among the group. On *King Benji*, this is a daily evening event, only, not like on any other yacht."

"Memory material" may involve the unusually spacious aft deck that functions like a beach; the inviting swim platform and string of structures floating off the stern; the giant slide and separate climbing wall amidships; hot and cold plunge pools at the bow; a treasure trove of toys (39-foot Nor-Tech tender, four jet skis, towables, Seabobs, eFoils, scuba gear, sportfishing equipment and more), plus the spaces optimized for massages and spots hidden throughout the yacht for quieter moments, including seats built into the cinema-screen sized windows. At the very top: a crow's nest offering 360-degree unobstructed views of gin-clear Caribbean waters and warm horizons. It all demands a pause for breath.

At the base of the "stairway to heaven" ladder leading to the crow's nest sits the yacht's social heart: a chef's table/teppanyaki grill. Framed by the sunpads stowing the slide and climbing frame, it's a crossroads of activity by day. Come sundown, the mood changes. The yacht's DPS lets this open-air spot fully embrace whichever spectacular sunset the Caribbean offers.

The breeze softens; the air turns rosy and aromatic. Behind the sizzling grill, a pin-sharp screen displays a carousel of the day's adventures, prompting conversation that soon gives way to laughter. The crew only enhances the moment: "I love how crew members genuinely delight in the guests' happiness," Tara notes. "Often, elsewhere, you hear a mechanical 'You're welcome,' or similar. Here, the 'My pleasure, Tara' is almost sung it's so sincere."

She says, "It's worth considering what can cause a moment like this to vanish: a clumsily mixed drink, a stale bread roll, a speck of dirt, staff absent when they should be present, or, present yet saying the wrong word – or even saying the right word the wrong way. The beautifully inflating bubble of a moment can all too easily go pop." So, how to avoid that?

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"It takes unrelenting, detailed work behind the scenes, but also live theater: a front-facing performance," Tara explains. "*King Benji* has the aura of an elite sports team. I know how hard this is, even in a big city like London. But out on the high seas, with all the stresses and privations that involves? Managing fresh food stocks and unusual client requests? Trust me: I know yachts, and it is a rare and cherished thing when there are no impediments to savoring life's sparkling essence."

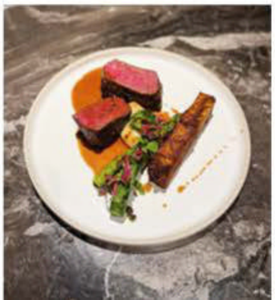
Those moments keep coming. The party's principal occupied the treehouse-like owner's deck; the others enjoyed the guest rooms below the waterline. These are adorned with wallpaper featuring triggerfish, squid and octopus. "It lends this Jules Verne, *Twenty Thousand Leagues Under the Sea* vibe," Tara says. What captivated her was the spatial relationship between the yacht's dining zones.

Remarkably for a yacht her size,

KING BENJI

Builder Dunya Yachts
LOA 164ft
Beam 29ft
Draft 8ft
Guests 10
Crew 9
Tenders and toys
39ft Nor-Tech; 13ft Novurania; 4 x jet skis; 2 x Seabobs; 2 x eFoils; scuba, snorkeling and fishing gear; slide; rock-climbing wall; inflatables; towables and more
Summer 2025
West/East Mediterranean
Winter 2025
Caribbean/Bahamas
Rate
from $250,000/week

Right: restaurateur and charter guest Tara MacBain found the food on board *King Benji* exceptional. Below: endless fun awaits on the water toys



"MEMORY MATERIAL" MAY INVOLVE THE SPACIOUS AFT DECK, THE INVITING SWIM PLATFORM, HOT AND COLD PLUNGE POOLS AND A TREASURE TROVE OF TOYS

King Benji has 10 dining spaces: the main salon, breakfast bar, owner's salon and separate owner's deck, teppanyaki bar, crow's nest, main deck aft, swim platform, bow and a table below deck. "The world's greatest fine-dining venues would struggle to match such an array of dining possibilities," Tara remarks.

One evening, the group divided – creating intimate moments within the larger experience. Tara and her partner dined at the bow beside the plunge pools. Another couple chose the owner's deck. A third spent the evening on the swim platform. "Each couple picked a different bottle of wine. The service and attention was impeccable. The boat was beautifully lit with lanterns in each dining space, stars overhead and underwater lights attracting swirls of fish beneath. At the end of the meal, we all joined Captain Grant for sportfishing off the stern, muscles straining to the sound of Queen's *Don't Stop Me Now*! Moments like that are unforgettable."

As for the food itself, there were too many exceptional flavors to catalogue, yet Tara's favorite breakfast – crab eggs Benedict with the freshest hollandaise – was "unimprovable."

There was one addition that, to her eye, sets *King Benji* apart from other superyachts. "In restaurants and on yachts alike, hosts can misjudge proximity," Tara says. "Tables in a restaurant must be close – but not too close! – or the energy dissipates. On larger yachts, there's often so much space. Guests risk becoming disconnected. It can make the yacht feel sterile, or even intimidating. The old saying holds true: 'Nobody wants to eat in an empty restaurant,' and on a superyacht, you can't simply walk out and find another one. The arrangement and progression of spaces on *King Benji* is unparalleled. It's a tour de force of design and guest experience: you feel so far from the everyday, and yet also it feels like home."

This philosophy guides Tara at Julie's, her institution in Holland Park, London. It's a perennial neighborhood favorite. The restaurant has a lot to live up to. One of its tables was nicknamed the G-Spot, apparently after its shape and location. Tina Turner once danced on it, leaving a heel mark in the veneer. Kate Moss held a birthday party here. Paul McCartney and Mick Jagger were regulars. Tara won't comment on which celebrities frequent Julie's today – just as no one can comment on which celebrities have boarded *King Benji*: privacy remains paramount. Yet privacy considerations shouldn't dissuade charterers from visiting the Caribbean's hotspots, she feels.

Among her favorites is Sandy Island off Anguilla, "where the lobster is the best I've ever had." On St. Barths, she recommends Le Tamarin for its atmosphere. Other excursions included exploring Pablo Escobar's crashed plane on Scrub Island – "an incredibly colorful chapter in the Caribbean's recent history." There's an excursion for every taste. But before rushing off to, say, Canouan for its fabled golf courses, consider this: you can also launch golf balls from *King Benji's* aft deck to a floating hole off the stern, feeding the fish if you miss.

The proof, as they say, is in the pudding. Tara's group has already rebooked *King Benji* for the Caribbean season. "What else did you expect?" she says, smiling.

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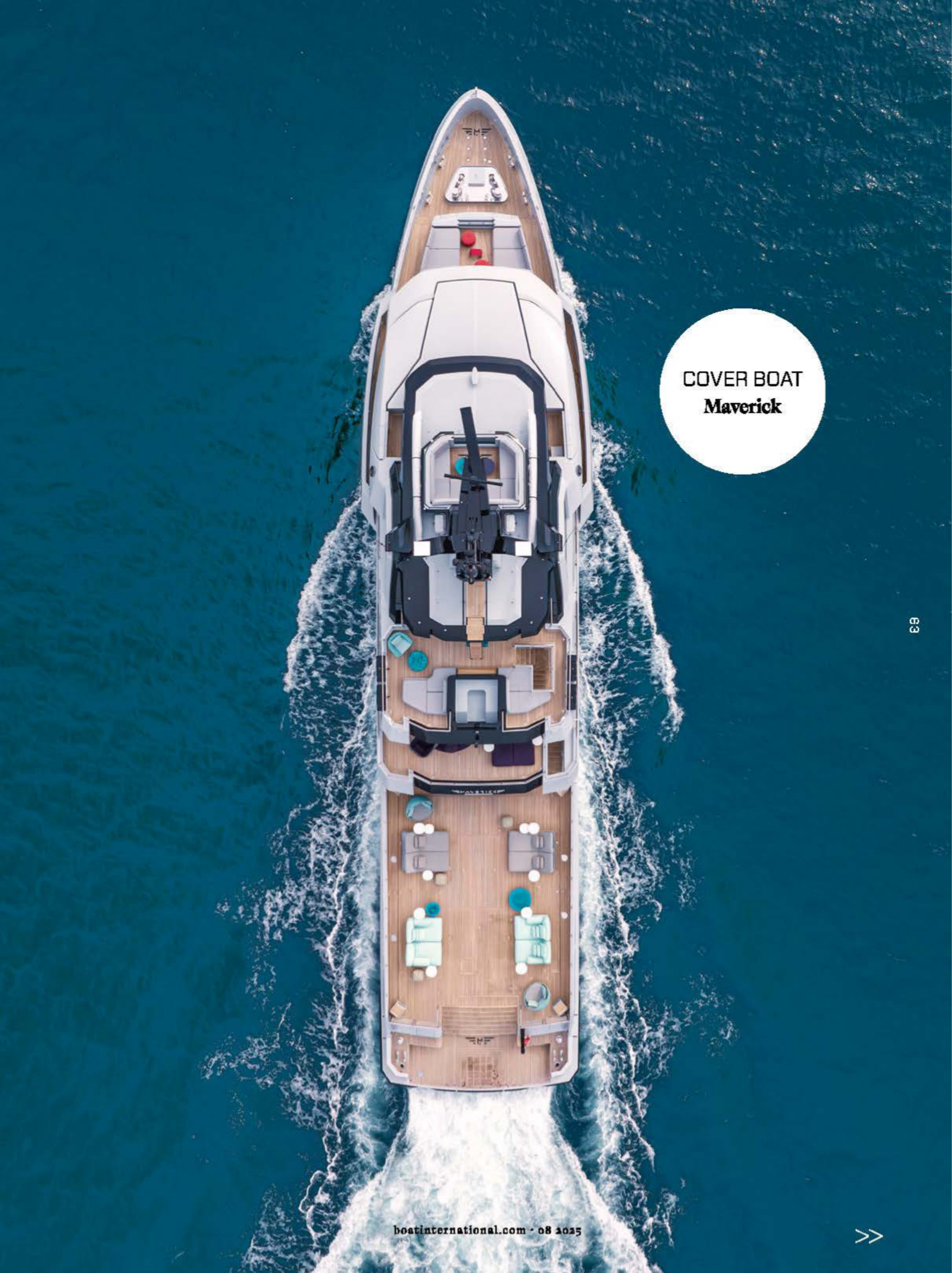
Right: *King Benji's* crew add an extra layer of warmth and fun to the guest experience. Above: the owner's salon, duel warm/cold plunge pools on the bow and main salon

FLYING SOLO

ULTRA-CUSTOMIZED FOR AN ADVENTURE-HUNGRY OWNER, THE 144-FOOT *MAVERICK* REBELS AGAINST TRADITIONAL OWNER-CREW OPERATIONS. *KATIA DAMBORSKY* RECOUNTS HOW A NEW APPROACH GAVE RISE TO AN UNCONVENTIONAL DESIGN

PHOTOGRAPHY Maurizio Paradisi



COVER BOAT

Maverick

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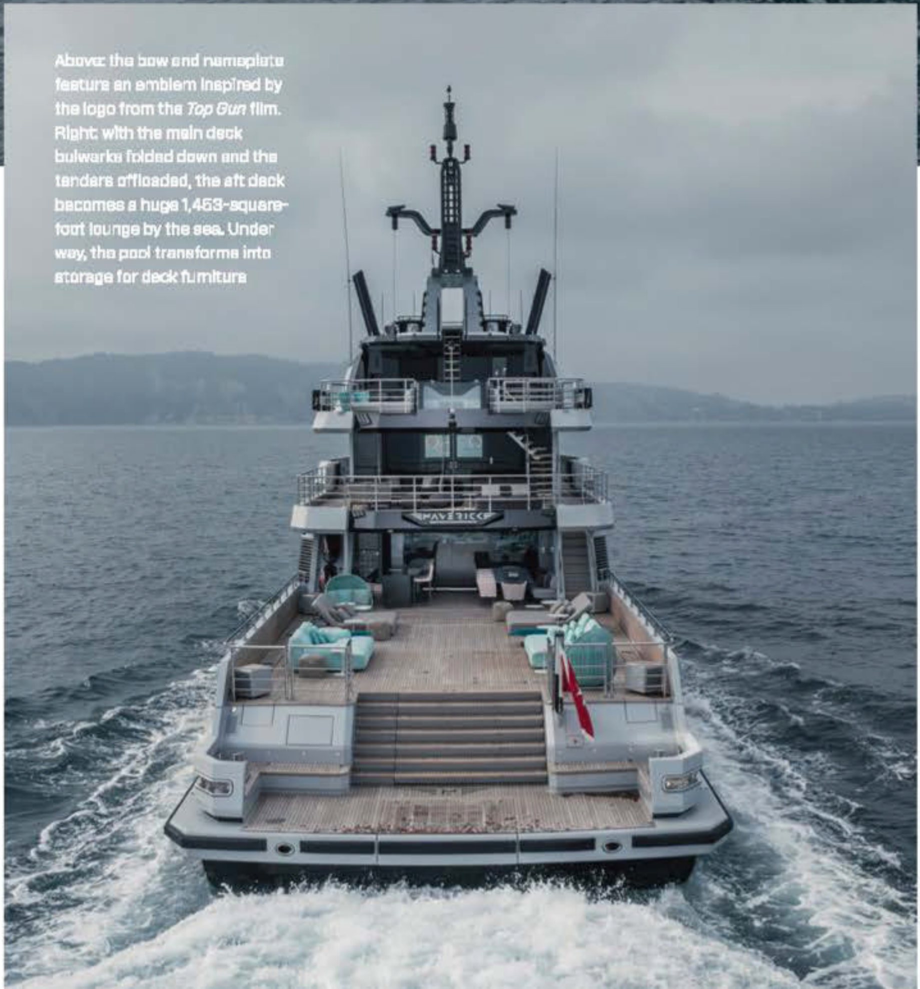
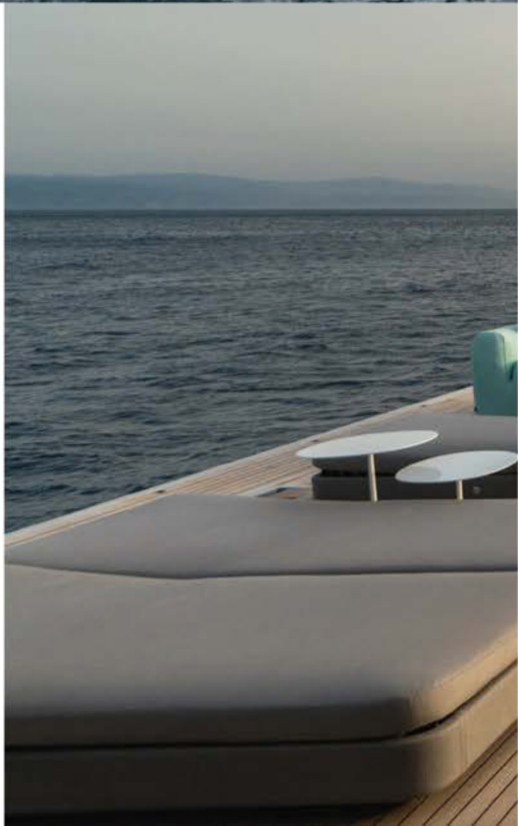


Above: the bow and nameplate feature an emblem inspired by the logo from the *Top Gun* film. Right: with the main deck bulwarks folded down and the tenders offloaded, the aft deck becomes a huge 1,463-square-foot lounge by the sea. Under way, the pool transforms into storage for deck furniture



You're exploring the world on your brand-new yacht, undertaking an ambitious cruising itinerary that includes the remote, icy waters of the Northwest Passage. You wake up in the morning's early hours hoping for a breathtaking view of a pod of white beluga whales streaking across the dark sea. You want to step out onto the deck to take it in with a hot cup of coffee in hand. Only your crew is asleep, and you don't want to wake them or go down to the galley for fear of missing the moment. What are you to do?

The owner of *Maverick* (now a World Award Superyacht winner in the displacement yacht category of yacht below 499GT) easily solved this potential predicament by installing a sizable self-service station in the owner's suite. It includes a shiny coffee machine, a mini fridge, a sink and even a pair of Miele washer-dryers. After all, "we can put our [own] underwear in the washing machine or load a few glasses in the dishwasher, can't we?" owner Tom Schröder says.

This do-it-yourself attitude is unsurprising from a young owner "who isn't into service," according to Maria Roberta Morso, press officer at Cantiere delle Marche (CDM). In his forties, the German-born Schröder is a sailor, adventurer, and now a shareholder in the young and spectacularly successful

ADDITIONAL PHOTOGRAPHY: TOBI HOLZWEILER

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THIS ISN'T A FAIR-WEATHER HOLIDAY BOAT, THIS IS AN EPIC ADVENTURE-FACILITATOR DESIGNED TO EDUCATE AND OPEN THE EYES OF THE OWNER'S CHILDREN

MOTHER AND CHILD
André Butzer
KARL LAGERFELD THE LITTLE BLACK JACKET CARINE ROITFELD
Dior/Lindbergh/Archives
Dior/Lindbergh/New York
MICKEY MOUSE
ST. TROPEZ SOLEIL
BALI MYSTIQUE
PALM BEACH
CHÂTEAU LIFE
WOMEN IN ABSTRACTION
Dior New Looks
THE ART BOOK

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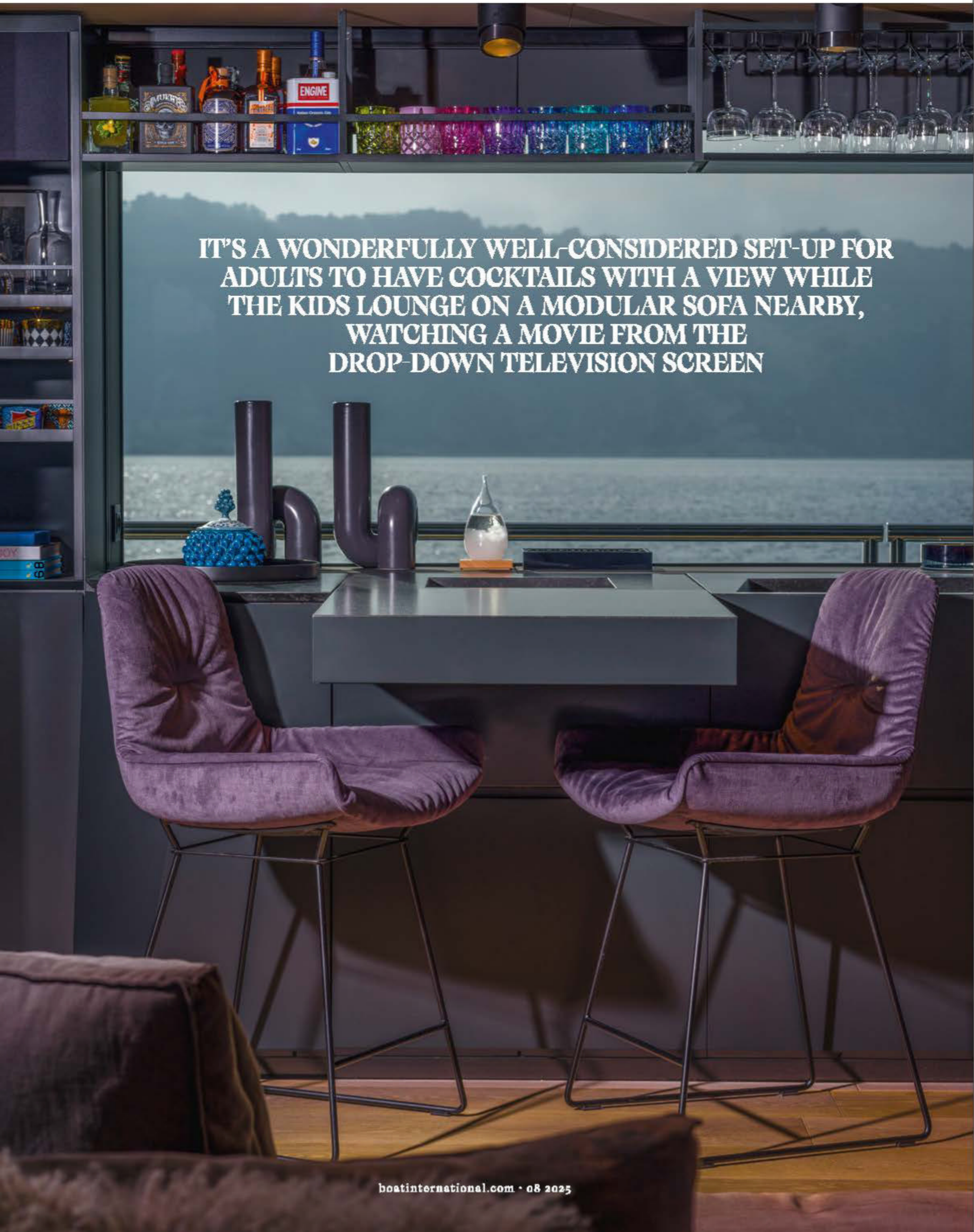
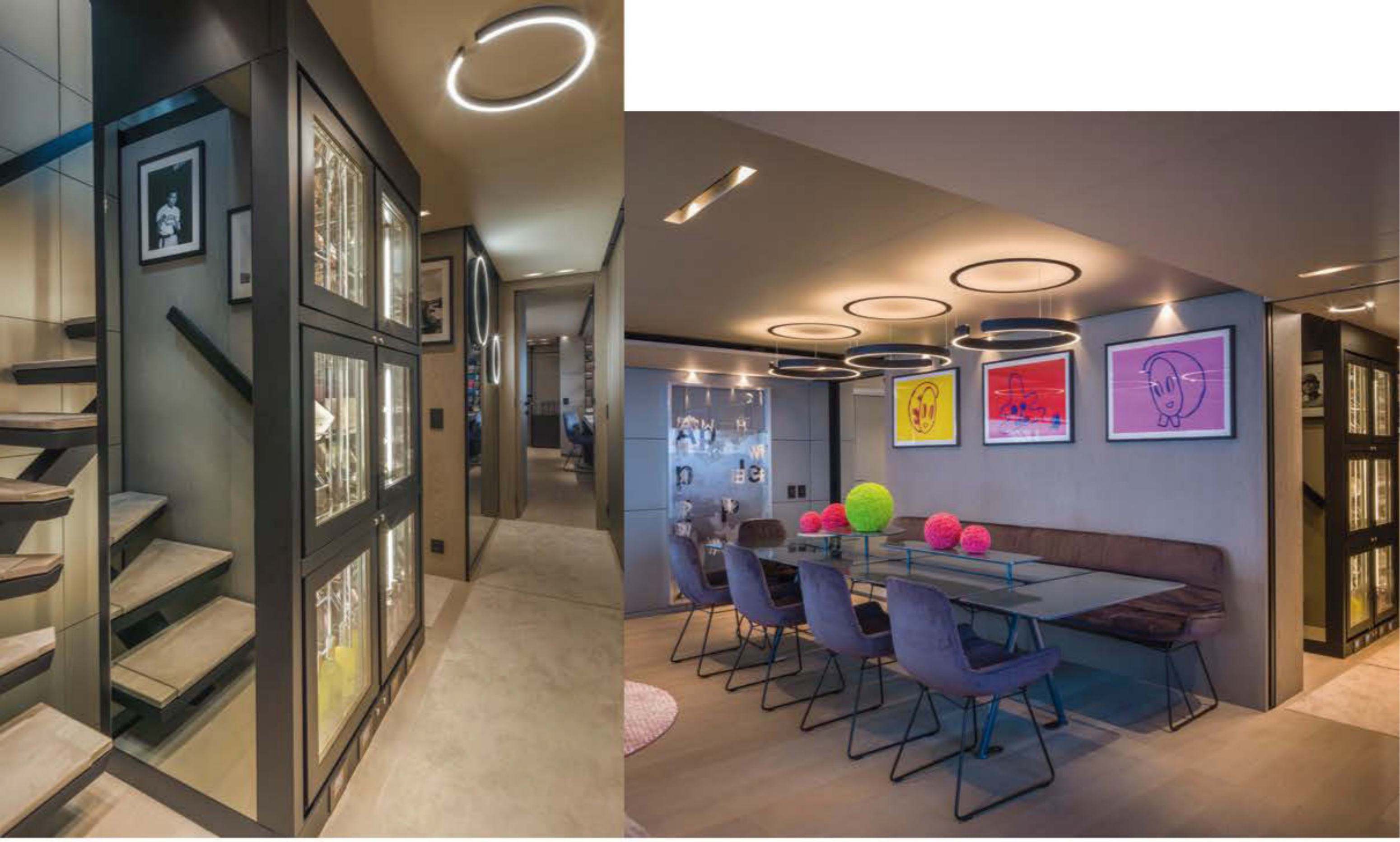


IT'S A WONDERFULLY WELL-CONSIDERED SET-UP FOR ADULTS TO HAVE COCKTAILS WITH A VIEW WHILE THE KIDS LOUNGE ON A MODULAR SOFA NEARBY, WATCHING A MOVIE FROM THE DROP-DOWN TELEVISION SCREEN



As seen in the main salon, designer Francesco Paszkowski, in collaboration with Margherita Casprini, created a homey family-focused ambiance. In the main deck lobby just forward is a wall cellar (above left)

Italian shipyard based in Ancona. *Maverick*, meanwhile, is the first Flexplorer 146, following the smaller Flexplorer 130 Aurelia that CDM delivered in 2020. A second Flexplorer 146, named *Mat*, followed shortly thereafter as floating proof that the yard's Flexplorer range offers a broad scope for customization. *Mat* has one fewer deck than *Maverick* and no A-frame crane (instead, a crane inside the upper deck handles tenders and toys.)

Customization aside, the owner's attraction to the shipyard began on board another CDM model during the Cannes Yachting Festival several years ago – but it wasn't the A-frame crane on the 130-foot *Aurelia* or the highly customized interior of the 110-foot *Mimi la Sardine* that drew him in (although he has both of those things on *Maverick*). No, what lured him in was an engine room – a space so thoughtfully laid-out and well-equipped "that [it] has no equal on the market, even on much larger yachts," Schröder says.

This space is the beating heart of all motorboats but perhaps Schröder paid it extra mind because he was acutely aware of how much he would be relying on his new boat to get him and his family from A to B. Most owners shopping in the 130-foot-plus aisle are looking for a home away from home, but

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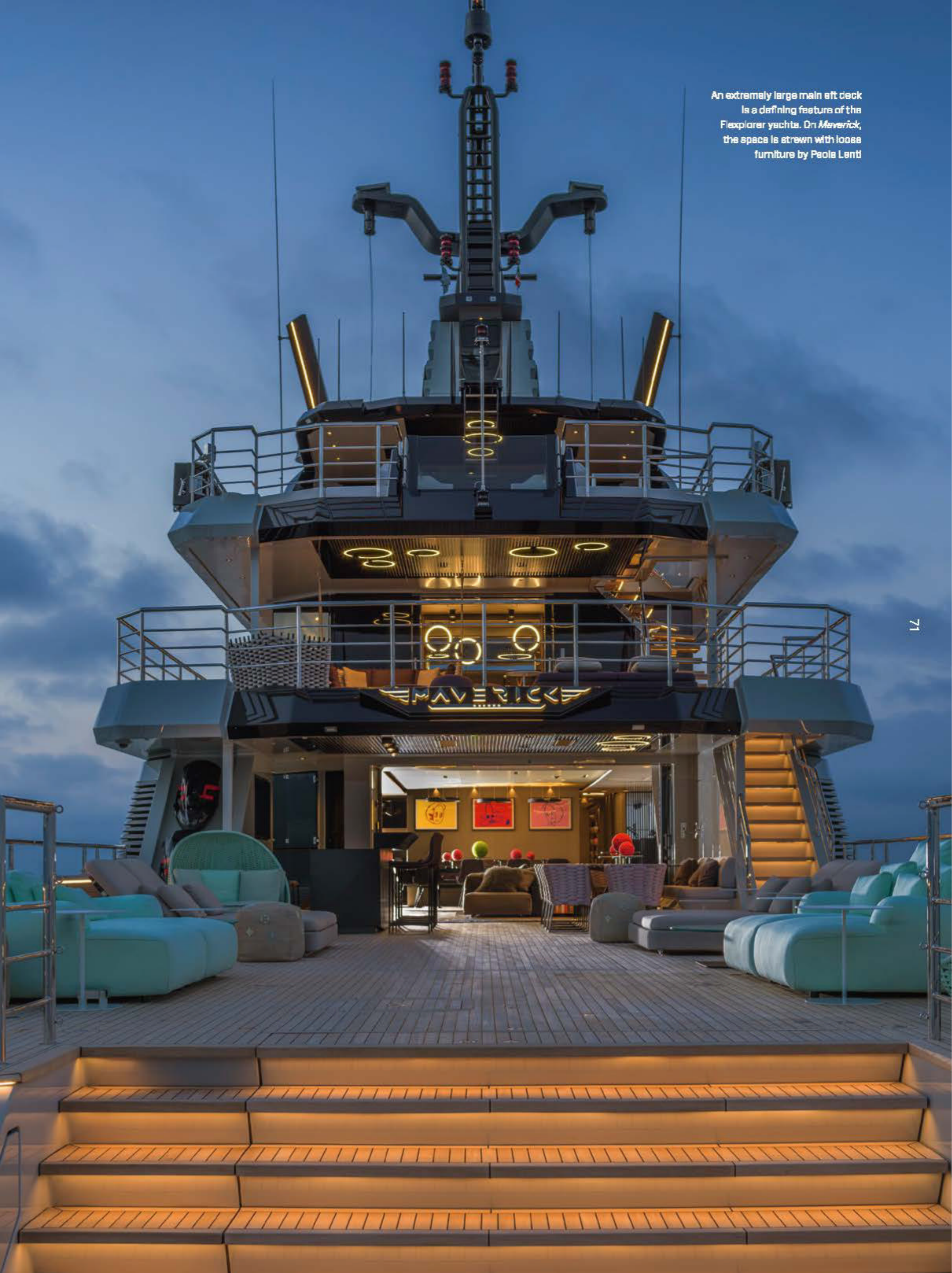
ADDITIONAL PHOTOGRAPHY: TOBI HOLZWEILER

Schröder and his family will spend the first two years living on board with very few long periods ashore. This isn't a fair-weather holiday boat; this is an epic adventure facilitator designed to educate his children and open their eyes. To that end "they want everything set up like their home," Morso explains.

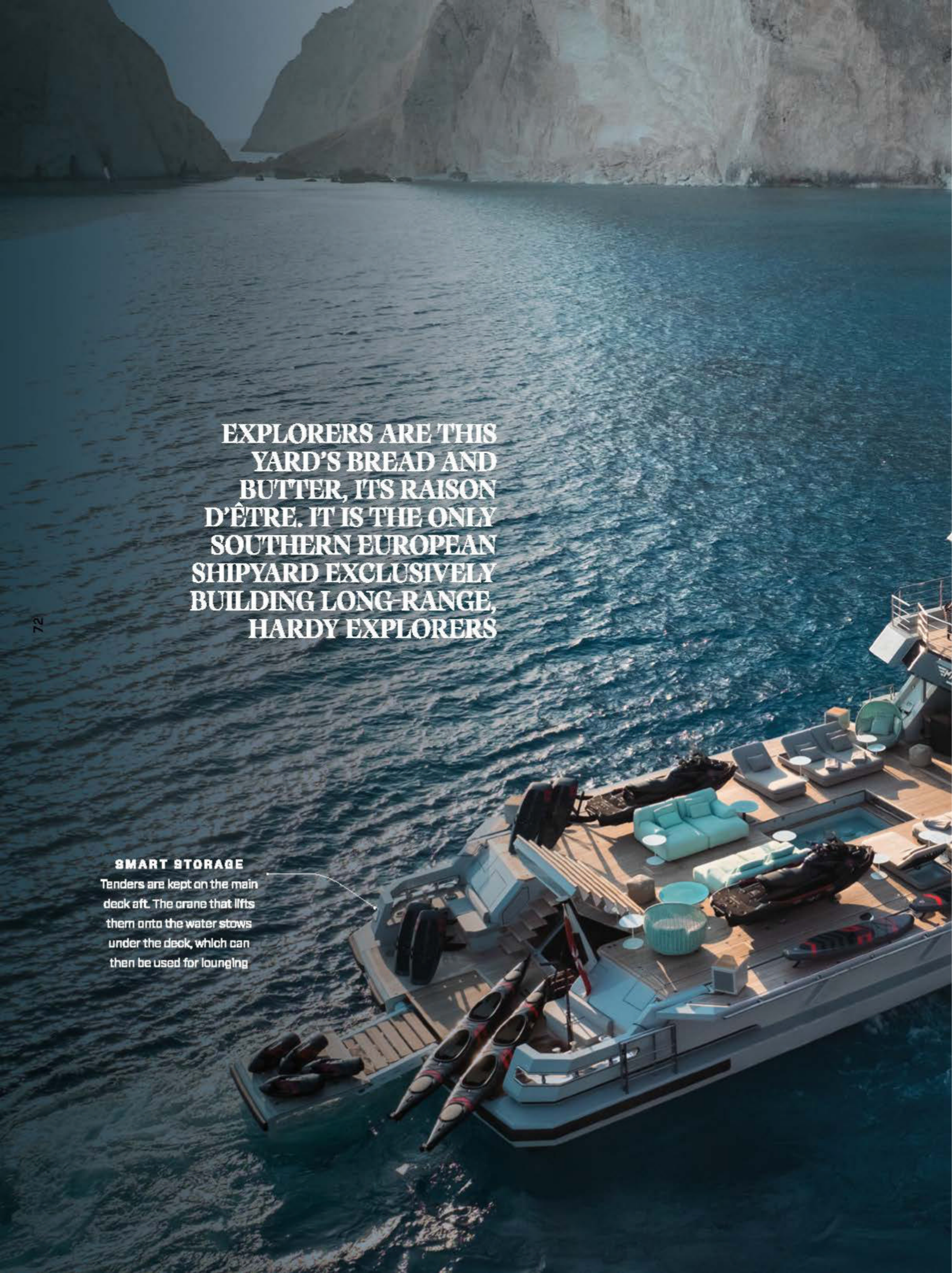
It was a fine plan in theory, but condensing a home into a 499GT yacht (with all the ancillary machinery) called for some unusual quirks that left the designers scratching their heads. For instance, the owner wanted a private deck. That was easy enough – but he wanted his cabin forward and a second cabin attached to it for his young son. When you factor in the dressing room on the port side and the service station amidships, it meant the bathroom ended up in an unusual spot. It is located at the very aft of the structure, which means the bathtub is the first thing that greets you when you step inside from the deck. "It's a bit of a surprise," Morso admits but having a bathtub with a view was important to the owner – and you can't argue with the views through the nearly full-height windows.

Interior designer Francesco Paszkowski had an unusual experience designing *Maverick*. Seldom are owners so clear in their habits and demands, Paszkowski says, and the owner's deck configuration "results in a large space to enable spacious sections for everything the owner wanted." He mentions the features of the master bathroom

Above: open to all, the galley is a welcoming spot for the owner to cook and snack. Top: the bridge deck includes al fresco dining



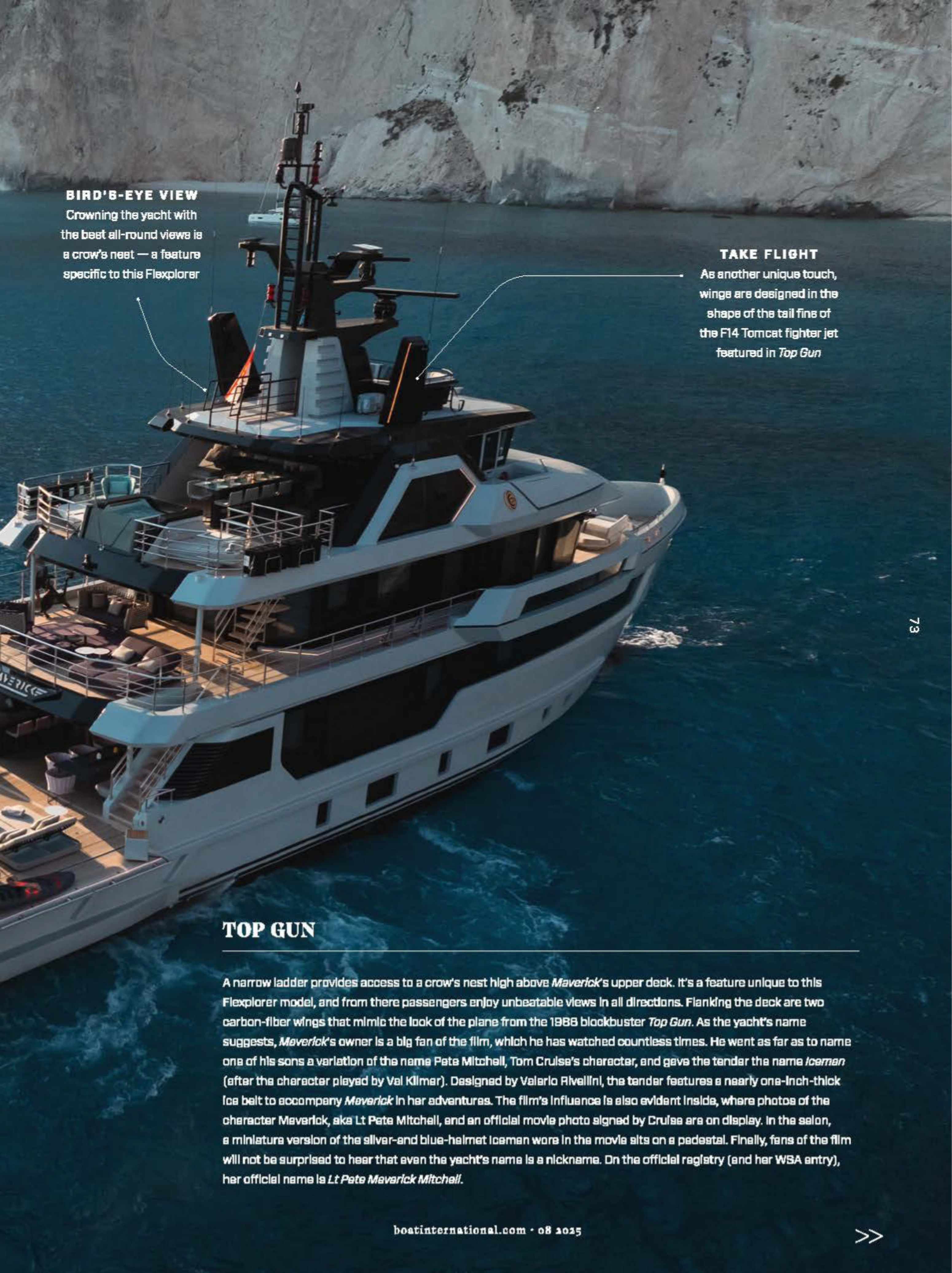
An extremely large main aft deck is a defining feature of the Flexplorer yachts. On *Maverick*, the space is strewn with loose furniture by Paola Lenti



EXPLORERS ARE THIS YARD'S BREAD AND BUTTER, ITS RAISON D'ÊTRE. IT IS THE ONLY SOUTHERN EUROPEAN SHIPYARD EXCLUSIVELY BUILDING LONG-RANGE, HARDY EXPLORERS

SMART STORAGE

Tenders are kept on the main deck aft. The crane that lifts them onto the water stows under the deck, which can then be used for lounging



BIRD'S-EYE VIEW
Crowning the yacht with the best all-round views is a crow's nest — a feature specific to this Flexplorer

TAKE FLIGHT
As another unique touch, wings are designed in the shape of the tail fins of the F14 Tomcat fighter jet featured in *Top Gun*

TOP GUN

A narrow ladder provides access to a crow's nest high above *Maverick*'s upper deck. It's a feature unique to this Flexplorer model, and from there passengers enjoy unbeatable views in all directions. Flanking the deck are two carbon-fiber wings that mimic the look of the plane from the 1986 blockbuster *Top Gun*. As the yacht's name suggests, *Maverick*'s owner is a big fan of the film, which he has watched countless times. He went as far as to name one of his sons a variation of the name Pete Mitchell, Tom Cruise's character, and gave the tender the name *Iceman* (after the character played by Val Kilmer). Designed by Valerio Rivellini, the tender features a nearly one-inch-thick ice belt to accompany *Maverick* in her adventures. The film's influence is also evident inside, where photos of the character Maverick, aka Lt Pete Mitchell, and an official movie photo signed by Cruise are on display. In the salon, a miniature version of the silver-and blue-helmet Iceman wore in the movie sits on a pedestal. Finally, fans of the film will not be surprised to hear that even the yacht's name is a nickname. On the official registry (and her WSA entry), her official name is *Lt Pete Maverick Mitchell*.

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The owner's deck includes a children's cabin for the owner's young son to sleep near his parents (right), as well as a large dressing room (below) and cozy aft deck (above)

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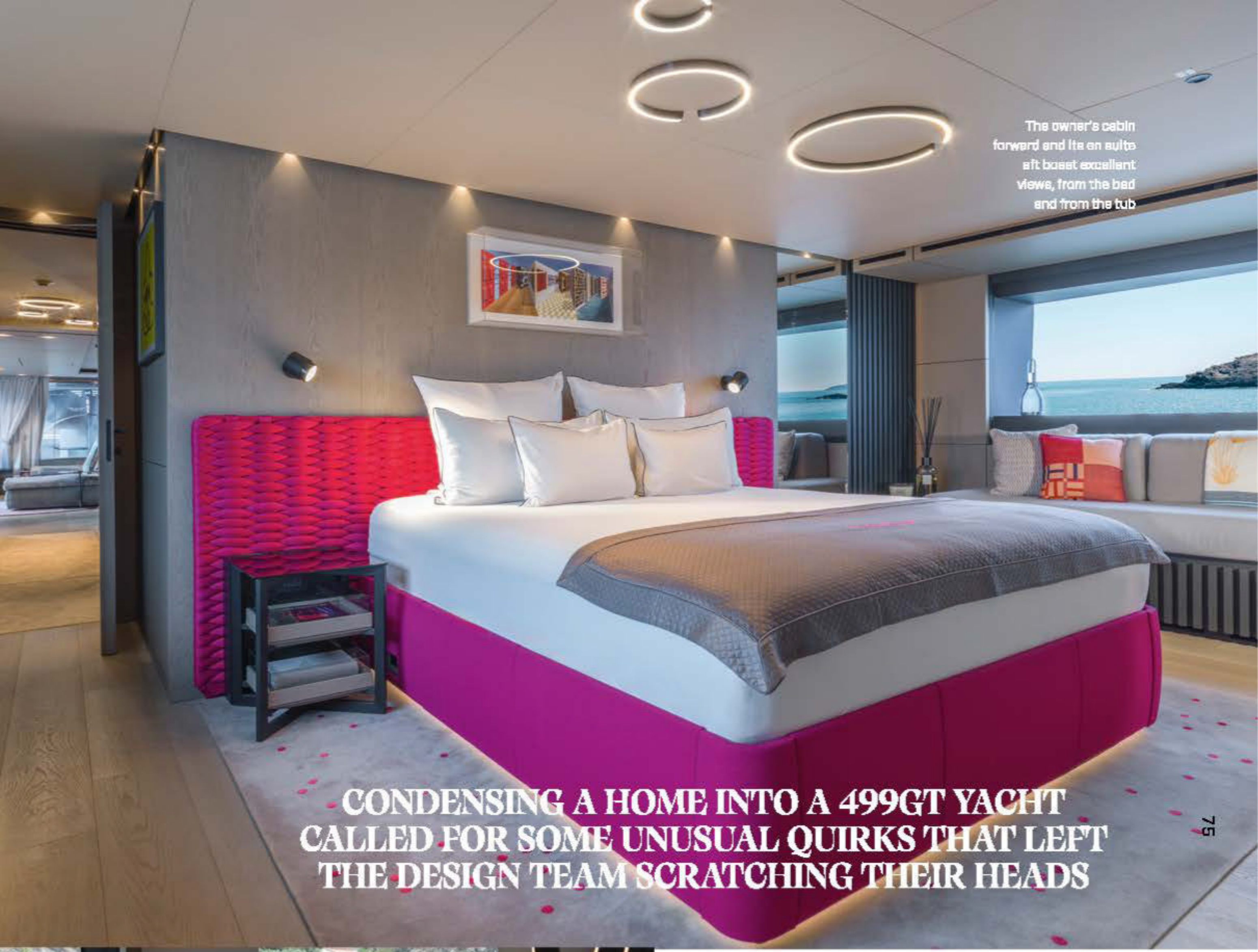

The owner's cabin forward and its en suite aft boast excellent views, from the bed and from the tub

CONDENSING A HOME INTO A 499GT YACHT CALLED FOR SOME UNUSUAL QUIRKS THAT LEFT THE DESIGN TEAM SCRATCHING THEIR HEADS

ADDITIONAL PHOTOGRAPHY (PREVIOUS PAGES AND THESE PAGES: TOBI HOLZWEILER

by way of example: "A double washbasin in the central part, shower and hammam on starboard, a big bathtub on the port side, as well as two separated [lavatories]."

Schröder's list of customizations continues in the main salon, where a two-and-a-half-foot-deep bar runs along the port side – although, as Morso says, "it's not [really] a bar, it's an everything." This custom creation by German company Steininger includes storage, two sinks, a cocktail preparation ice well, a slide-out table, a garbage disposal and a dishwasher. It's a wonderfully well-considered set-up for adults to have cocktails with a view while the kids lounge on a modular sofa nearby, watching a movie from the drop-down television screen. Elsewhere, the self-service theme continues in an easy-to-reach wine cellar off the main deck lobby, a galley tailored for the owner to cook and eat in, and a dining table fitted with free-standing Paola

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The lower deck has two double-berth cabins and two twins. Adding the VIP suite on the main deck forward plus the owner's deck gives seven cabins in total for guests and owner

FRANCESCO PASZKOWSKI WORKED ALONGSIDE CDM'S INTERIOR DEPARTMENT TO REPLICATE THE SOPHISTICATED YET SLIGHTLY INDUSTRIAL THEME OF THE OWNER'S MALLORCAN VILLA

Lenti platters where the crew can leave plates of food family-style, allowing diners to help themselves. There is also a second service area in the lobby on the lower deck for utmost flexibility.

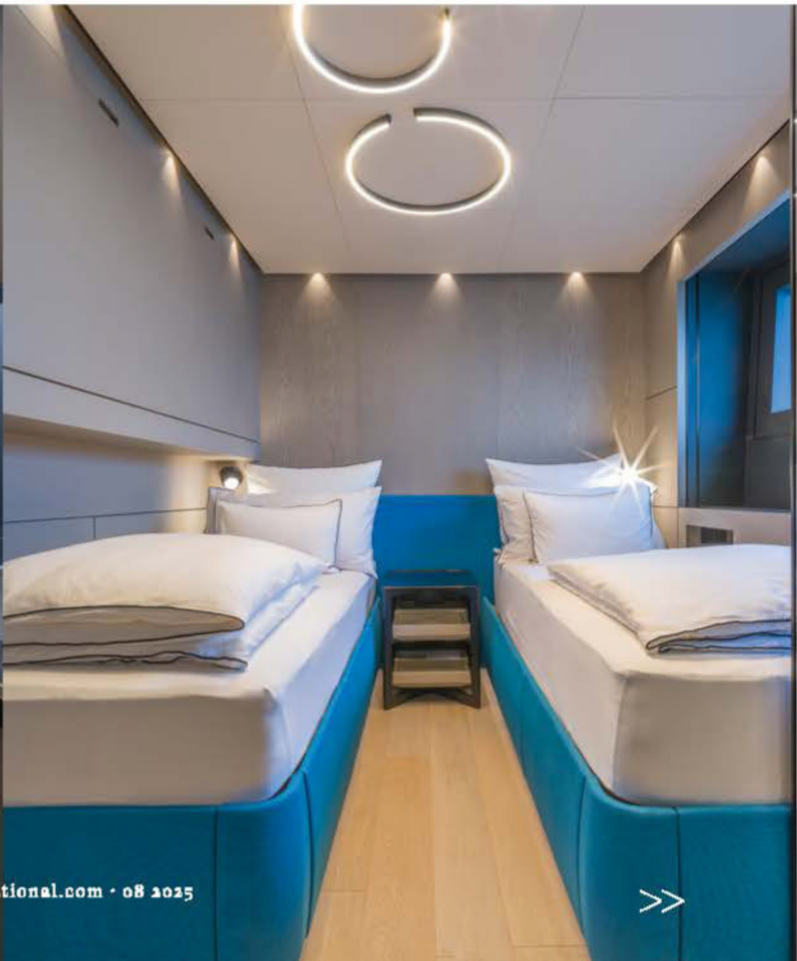
Ease of use was also the thinking behind the A-frame crane on the aft deck – one of CDM's finest creations. The first example, albeit in a narrower format, was aboard *Maverick*'s smaller sister *Aurelia*. On *Maverick*, it encompasses the entire 28-foot beam, stands 50 feet tall, and can take a maximum weight of 4.5 tonnes onto its multiple hooks. It can also disappear below the deck in about 60 seconds and be flush with the deck. "You forget you have it," Morso says.

The engineering for the carbon-fiber crane came from workboats, and it's such a useful piece of equipment that CDM can't quite work out why other yards haven't adopted it. Tenders will be stored on the main deck aft, some of them sitting inside each other like nesting dolls, and then will be hoisted up by the crane and placed onto the water. It's a better solution than having them in the foredeck, which CDM believes can cause stability issues.

Explorers are this yard's bread and butter. It is the only Southern European shipyard exclusively building long-range, hardy explorers (except for Turkish yards AvA and Bering, perhaps). When asked if designing such a highly specified yacht for a stakeholder was a challenge, CDM CEO Vasco Buonpensiere skirts the question delicately. "It has been a long, challenging and rewarding journey for all of us," he says. Nonetheless, the yacht is one of the largest that CDM has ever built. (If you want to get technical, the yard's current flagship in terms of LOA is *Audace*, but she started life at 140 feet and was later extended during a refit at Lusben.)

Maverick is also one of the yard's most customized yachts, and Francesco Paszkowski worked with CDM's interior department to replicate the sophisticated

ADDITIONAL PHOTOGRAPHY: TOBI HOLZWEILER



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THE A-FRAME CRANE IS SUCH A USEFUL PIECE OF KIT THAT CDM CAN'T QUITE WORK OUT WHY OTHER YARDS HAVEN'T ADOPTED IT

yet slightly industrial theme of the owner's Mallorcan villa. The process was "complex and laborious," according to Tiziano Mecella, CDM's head of interior design, as they had to work with a broad spectrum of suppliers in first-time collaborations.

For instance, they used a material by Fenix, made from compressing paper and acrylic resin at high temperatures to form a metal-effect surface, in shades of brassy gold and steel throughout. The matte version of the same material covers "practically all the parts constituting the boat's internal skin, from walls to ceilings," Mecella says.

Lamps from German company Occhio illuminate the yacht, while solid oak wood parquet – sourced from the Black Forest close to Schröder's hometown – covers all floors, even in the crew area. Schröder's Germanic roots also came into play when selecting the mirror height in the owner's cabin bathroom.

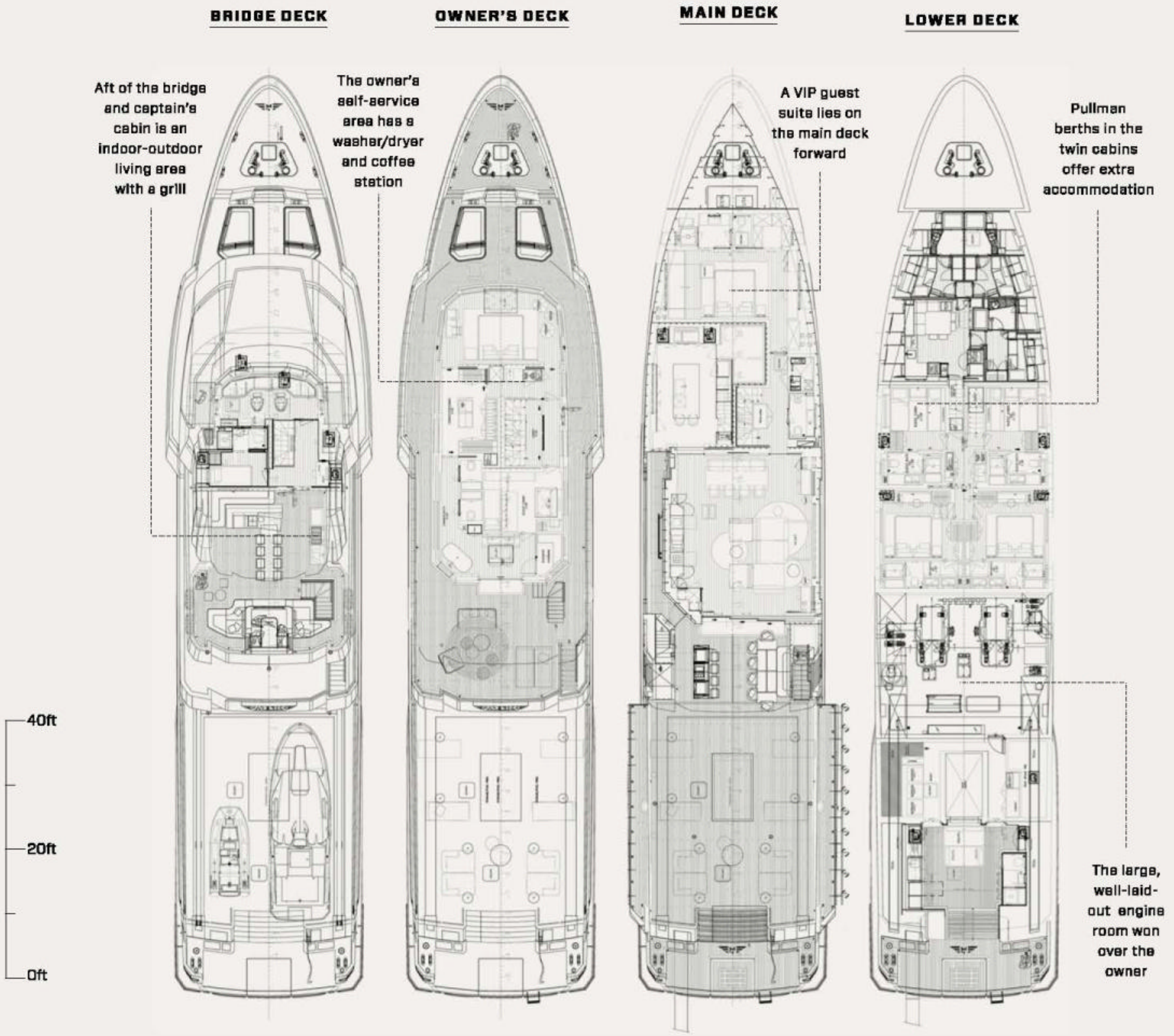
For Schröder, yachting is all about "enjoying your time on board, the navigation, and the environment." On *Maverick*, he'll sail to the furthest reaches of the planet and, hopefully, see some belugas – and not have to rely on his crew to bring him his morning coffee. □

The yacht's 31ft tender, *Iceman* was custom designed by Valerio Rivellini. Below: the bridge at night

ADDITIONAL PHOTOGRAPHY: TOBI HOLZWEILER

MAVERICK

CANTIERE DELLE MARCHE



Aft of the bridge and captain's cabin is an indoor-outdoor living area with a grill

The owner's self-service area has a washer/dryer and coffee station

A VIP guest suite lies on the main deck forward

Pullman berths in the twin cabins offer extra accommodation

The large, well-laid-out engine room won over the owner

LOA 145' 4"
LWL 136' 9"
Beam 28' 2"
Draft 8' 10"
Gross tonnage 499GT
Engines 2 x 970kW Caterpillar C32 ACERT
Speed max/cruise 15.7/12 knots
Range at 10 knots 6,800 nm
Generators 2 x 80kW G&M; 1 x 35kW Kohler
Stabilizers 2 x CMC Marine electric
Fuel capacity 2,619 gallons
Freshwater capacity 3,140 gallons
Tenders 1 x 31' custom Cantiere delle Marche; RIB
Owners/guests 13
Crew 7
Construction Steel hull; aluminum superstructure
Classification C@HULL ● MACH Ych Unrestricted Navigation in compliance with Malta CYC
Naval architecture Hydro Tec
Exterior styling Hydro Tec
Interior design Francesco Paszkowski in collaboration with Margherita Casprini
Builder/year Cantiere delle Marche/2023
Ancona, Italy
+39 071 206705
info@cantieredellemarche.it
cantieredellemarche.it

BOAT PRO

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TOTAL NUMBER OF FLEXPLORER 146S LAUNCHED TO DATE: *MAVERICK* AND *MAT* IN 2024, AND *NASIBA* IN 2025

YACHTS ON FIRE

PHOTOGRAPHY: CAROLYN COLE/LOS ANGELES TIMES

Fire crew attend a blaze on board the dive boat *Conception* off Santa Cruz island, California, in 2019. Tragically, 34 people died

AMID MULTIPLE REPORTS OF YACHT FIRES AROUND THE WORLD, *STEVE DAVIS* INVESTIGATES WHAT'S FANNING THE FLAMES — AND WHETHER THERE'S MORE TO THE STORY THAN MEETS THE EYE

A few months ago, three yachts caught fire on the Miami River. The powerful blaze drew plenty of attention, in no small part because the yachts in question were docked in line along a marina's bulkhead and witnesses said they heard a large explosion. The fire is now being investigated as arson, which is not the usual cause of yacht fires.

Following this very public incident, extensively shared on social media, many asked, "Are there more and more yacht fires these days?" As commentators debated the issue, in another part of the world, a news headline read, "Another Yacht on Fire." So, are there actually more yacht fires?

Hard statistics are scarce, and most lump together different vessel types, from cargo ships (a sector well documented by insurers such as Allianz) to private leisure craft. Fires are expensive, and represent around 20 percent of claims paid, according to some, although the causes often remain unclear due to the time-consuming nature of investigations and the extent of the destruction.

Social media certainly plays a role in the perception that there are more yacht fires now than ever. Jordan Weinmeier, captain of the Lloyds-classed 200-foot Royal Hakvoort *Asia* and a surfer in his free time, draws a parallel with shark sightings. "With the number of amateur photographers and drones, we are seeing [sharks] more nowadays," he says. "Same with everything happening in the world – it doesn't take much for someone to pull out their phone and post it for the world to see."

Chauncey Naylor, director of the Resolve Maritime Academy, a maritime training facility for the cruise, commercial, offshore, oil and gas, yacht, and emergency response industries, agrees but points to an additional factor. "We believe there are more fires based on the simple fact that there are more yachts," he says. "The odds are really based on the numbers, and we don't see the percentage changing much."

However, with an increase in new yachts comes an increase in new electronic, mechanical, and material technology. Engine and electrical faults, including within batteries, are among the leading identifiable causes of fires (about half, according to some reports). And one type of battery has been particularly attracting attention: the energy-dense and compact lithium-ion battery.

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Due to their very nature, they pose a higher fire risk that can lead to an inherent fault known as thermal runaway. This phenomenon occurs when the current running through the cell, such as when recharging, increases in temperature to the point where an exothermic reaction (between the lithium and the electrolyte solvents) becomes self-sustaining and ultimately results in the battery catching fire – and these fires are notoriously difficult to extinguish.

Lithium-ion (Li-ion) battery fires happen for a variety of reasons, such as physical damage (the battery is penetrated, crushed or exposed to water), electrical damage (overcharging or using charging equipment not designed for the battery), exposure to extreme temperatures, and product defects.

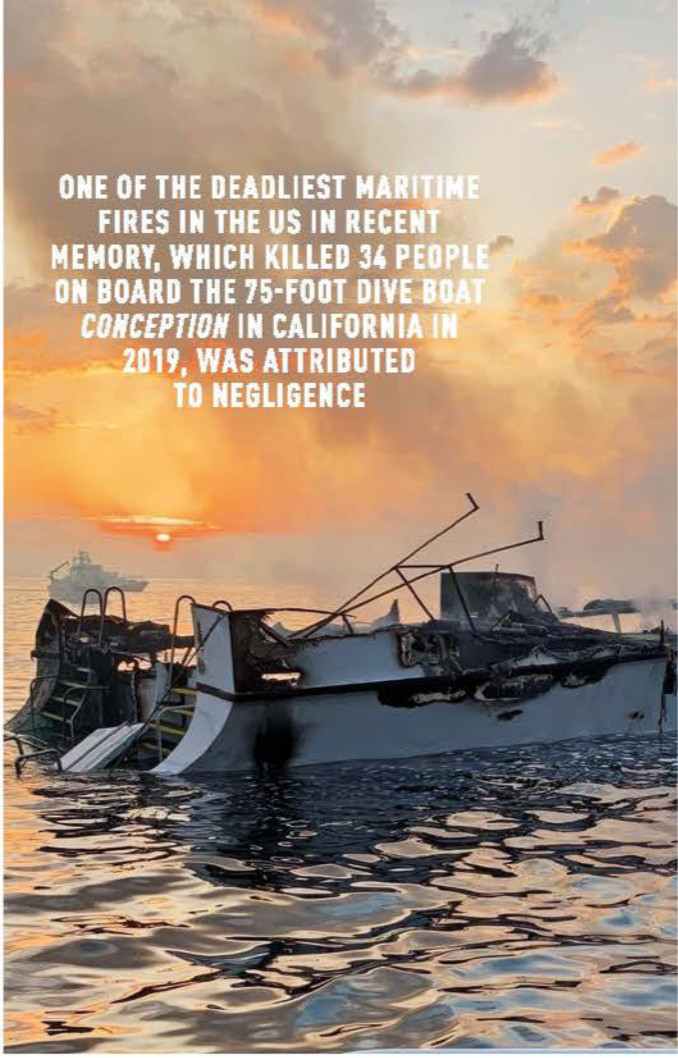
Must-have yacht toys, such as electric surfboards, scooters, tankless dive systems, bikes, and recreational drones, are all powered by these batteries, and for this reason have attracted a lot of attention. Even without solid numbers to prove they are increasingly at fault the risk is real, and insurance companies are paying attention. A 2024 directive from Lloyd's of London provided safety guidelines for the handling and storage of battery-powered toys, and non-compliance frees underwriters from honoring claims due to battery fires. Simply put, fail to prove you followed recommendations, from storage to training, and you can be denied compensation for a destructive fire.

"Without a doubt, Li-ion batteries are a fire risk, and that risk greatly increases if it is not properly managed," Rob Carron, vice president and US yacht practice leader at Aon Private Risk Management, says. Water toys are not necessarily the only culprit, he adds. "There seems to be a lot of focus placed on the yachts' Li-ion battery-powered tenders and toys," Carron says. "However we should not overlook the batteries in smaller devices such as laptops, cell phones, handheld radios, etc. We are aware of recent losses or incidents where the source of fire was due to thermal runaway from smaller devices as opposed to the larger toys."

The location of water toys adds to the risk. "In yachts, toys and tenders are most often charged in garages, where gasoline-powered vessels may also be stored," Kostas Christodoulou, chief technical officer at Gulf Craft, the UAE-based builder of Majesty Yachts, says. "Therefore, charging conditions are often not well controlled. In many cases, the battery management systems (BMS) inside the batteries are not advanced or interconnected with the chargers – or, ideally, with the yacht's alarm system. Charging toys and tenders is one of the leading causes of onboard fires," Christodoulou says.

Aside from the massive material damage they can cause, Li-ion battery fires are dangerous in other ways. "It's important to note that the emissions produced during thermal runaway are extremely dangerous to life through inhalation," Naylor says. "The constituencies in the battery pack contain more than just lithium. Cobalt is another metal present, along with other heavy metals. When atomized in the atmosphere of a confined space, they present a deadly mixture. Respiratory protection is a must to address these incidents."

For these reasons, classification societies and flag states are



ONE OF THE DEADLIEST MARITIME FIRES IN THE US IN RECENT MEMORY, WHICH KILLED 34 PEOPLE ON BOARD THE 75-FOOT DIVE BOAT *CONCEPTION* IN CALIFORNIA IN 2019, WAS ATTRIBUTED TO NEGLIGENCE

A FUTURE FOR SUPERCAPACITORS

John Marsiachky makes the case that graphene supercapacitors can outperform lithium-ion batteries in hybrid systems.

"Interestingly, if we were to install a Li-Ion battery bank, let's say 1,000kWh, we would only be able to charge it (under warranty conditions) once per 24-hour period. If the input from generators or solar was 1,000kW (generated per hour), it would require up to four hours to slowly bring the battery charge up," he says.

"On the other hand, if we installed just 500kWh of our supercapacitor graphene batteries, you would charge these batteries to 100 percent in approximately 30 minutes. With the supercapacitor 500kWh batteries you can yield 1,000kWh by charging two times every day. With an allowable three or four charge cycles per day you have an ability to utilize 1,500kWh or even 2,000kWh in a 24-hour period. This is accomplished using only one to two hours of generator battery time for 1,000-2,000kWh. This compares to up to four hours for the Li-Ion batteries yielding just 1,000kWh.".

Marsiachky also points out that the supercapacitor batteries have a 45-year usable life and their lifespan can be extended another 45 years by a refurbishment of electrical wiring and communication components.

FBI DIVE TEAM

Left: smoke rises from *Conception* in 2019. Above: investigators from the FBI arrive to conduct their probe into the deaths

A fire in Miami in June spread to several boats; high-rise condos were evacuated

responding to this additional threat, although regulatory changes take time, and many builders have jumped ahead of regulations.

The new Majesty 120 for one, which is below 300GT (fire equipment requirements become more stringent as you reach 300GT and again over 500GT), comes equipped with multi-pronged fire alarm and fire-suppression systems beyond that specified by the class societies, according to Christodoulou. It has a central system, several automated smoke and heat detectors, plus manual inputs from crew throughout the yacht.

The Maritime and Coastguard Agency (MCA) in the UK introduced guidance MGN 681 in 2023 to address fire safety and the storage of small electric-powered craft on yachts due to the increase in Li-ion batteries used on board, and an update was due to come into effect this summer to include more stringent standards for battery storage containers, enhanced fire-suppression measures and (more on this later) expanded training protocols.

Regulatory bodies States-side are also working on updates. "Unfortunately, when challenges like lithium-ion batteries arise and become the focus, as seemingly as quick as it appears to have happened, the USCG/MCA is bound first to do their due diligence, which in turn presents a delay," Naylor says. "Beyond that, changing standards is a monumental task. In the meantime, both agencies have issued bulletins that warn against the dangers as accurately as possible without speculation."

While the MCA may have something to add to the matter of containment this summer, solutions to contain the risks of devices with Li-ion batteries are multiple. Among them are Dutch manufacturer Liiontek's storage and charging boxes, blankets, and extinguishers, and Lithium Fire Guard's new containment case for smaller electronic devices.

Christodoulou says: "Recently, more Li-ion battery storage systems have been receiving type approval from classification societies, meaning that their chemistry and BMS can mitigate many unforeseen impacts and help prevent thermal runaway and fires."

At the same time as new solutions to contain lithium fires are developing, so are new batteries. Derek Munro, of Yacht Consultancy, is interested in both the safety and environmental aspects and has been researching the topic. He points to the graphene supercapacitor battery as promising.

While to date Li-ions still lead in energy storage for their size (making them well suited to high-energy consumers such as smartphones, laptop

PHOTOGRAPHY: DAVID SANTIAGO/MIAMI HERALD; MARIO TAMA/GETTY IMAGES

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computers or water toys), there have been significant advances in graphene supercapacitors' energy density in recent years. Already used in land-based applications, such as hospitals and mining, they do not rely on chemical reactions, have a wider temperature tolerance, contain more stable materials and have a longer life cycle.

According to John Marsischky, the co-founder and managing director of MC Renewables Inc, an energy consulting firm for the mining and marine industries, supercapacitors are safer. "They have been tested by Intertek Testing – UL 810a – as non-flammable and non-explosive," he says. Marsischky also says that they able to provide equivalent energy or better than their counterpart, given the charge restrictions put on Li-ion batteries. "We feel it will play a significant role in the marine industry adding more functionality to hybrid and diesel energy operations," he adds.

While batteries receive – for good reason – a lot of attention, by no means are they the only culprits behind yacht fires. Christodoulou points out that "there are now extensive installations of "smart" LED drivers in the ceilings, which currently lack a regulatory framework for yacht installations." The troubles here can arise from anything from faulty wiring to overheating and corrosion.

Other usual suspects of yacht fires include lack of maintenance, older machinery and even carelessness. One of the deadliest maritime fires in the US in recent memory, which killed 34 people on board the 75-foot dive boat *Conception* in California in 2019, was attributed to negligence (including lack of maintenance, training and fire drills).

Proper crew training, or the lack thereof, is another very important yet sometimes overlooked safety measure. "We have observed a low level of maintenance in many cases, due to inexperienced or non-dedicated crew," Christodoulou says. "Poorly maintained equipment is a known fire risk. However, what's new is the low awareness among inexperienced crew members, combined with the increased complexity of yacht systems. This combination often leads

Above: gasoline-powered toys in garages can add to the risk of fire. Right: Liontek offers a range of lithium-ion battery fire-suppressing solutions, including a fire blanket

Left: the firm's storage units can charge and store Li-ion batteries for watertoys including Seabobs

PHOTOGRAPHY: CLINT JENKINS PHOTOGRAPHY; COURTESY LION TEK

YACHT FIRES IN THE HEADLINES

Aventura, Florida, June 6, 2025
Six boats, including a 90-footer, were damaged when fire spread from a vessel near the NE 163rd Intracoastal Waterway bridge. No cause has yet been reported.

Olbia, Sardinia, Italy, April 22, 2025
A fire that started at the Nautica Acqua shipyard destroyed approximately 40 boats, with winds fanning the flames. No injuries were reported, and the cause was reportedly accidental.

Miami, Florida, March 7, 2025
Three yachts— two 60-footers and one 90-footer —were destroyed in an early morning explosion and fire near the Miami Marine Center. No injuries were reported, but the incident is under investigation as a possible arson.

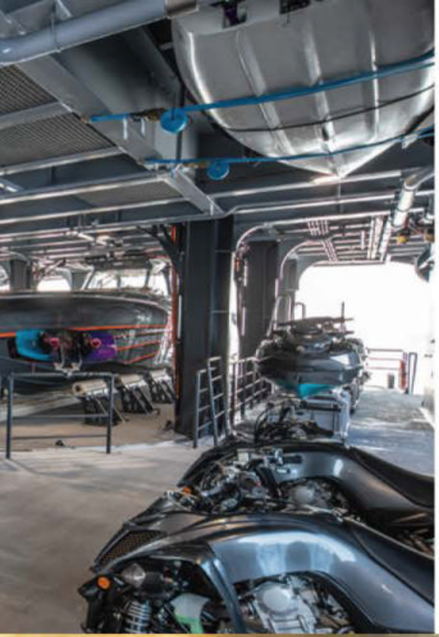
Fort Lauderdale, Florida, January 10, 2025
A fire erupted in the engine room or transom of the 180-foot Mangusta *She's a 10 Too*. Fire crew extinguished the blaze and no injuries were reported. The cause remains unclear, but an ice maker is suspected.

Miami, Florida, April 28, 2024
Fire destroyed the 82-foot VisionF 82 *Flagship* at the Merrill-Stevens repair yard. The blaze, fueled by solar panels and batteries, required more than 100 firefighters to control. No injuries were reported.

Marina del Rey, California, September 18, 2024
The 100-foot yacht *The Admiral*, carrying fireworks and 1,000 rounds of ammunition, sank after fire caused explosions. Two people escaped without injury.

Sardinia, Italy, August 10, 2024
The 154-foot Heesen *Atina* caught fire near Saline Beach and eventually sank. All 16 people aboard escaped uninjured. The fire reportedly started in the tender garage.

Piraeus, Greece, August 1, 2024
A fire at Zea Marina



"IN YACHTS, TOYS AND TENDERS ARE MOST OFTEN CHARGED IN GARAGES, WHERE GASOLINE-POWERED VESSELS MAY ALSO BE STORED"

Strong winds fan the flames in Olbia, Sardinia, April 2025

to system misuse and, at times, the failure to recognize or evaluate dangerous situations. Training is always where you should start."

As insurance companies, yacht class and flag states are increasing their standards for risk management, they look at everything and everyone.

Aon performed a risk management assessment for a client that included a 23-point checklist for fire risk management. "It ranged from inspection of the petrol stations on board, safe storage location of the linens, locating and testing the fixed fire-suppression systems throughout the vessel interior, marked escape routes, review of the vessel's hot work permit to work and, of course, crew awareness and sight of Li-ion battery standard operating procedures," Carron says.

Basic safety training is paramount, which is why Standards of Training, Certification and Watchkeeping (STCW) is required on most yachts. "Mariners learn that early detection and action without hesitation is the only way to be safe and successful battling a fire," Naylor says. "Smoke detectors save lives, as does good instruction, training as a team, and practice." Resolve offers fire drills on board and live fire training, and this, Naylor, says "provides the best way to transform a professional yacht crew into a team."

No matter the cause of a fire or what regulations are in place, how it is handled makes all the difference. As Captain Weinmeier says, "I think the best preventative measure is crew awareness" – and he is far from alone in that assessment. ◻

destroyed the 108-foot Golden Yachts *O'Riana* and the 139-foot Picchiotti *Libra Y*. The blaze started on a commercial tourist vessel and spread.

Formentera, Spain, August 12, 2024
The 88-foot *Irmao* was engulfed in a fierce fire near Ses Illetes beach and was reduced to ashes. It sank into the Mediterranean waters.

Baltimore, Maryland, January 31, 2024
A fire broke out on an Overseas PT 46 yacht at Anchorage Marina and sank. A Prestige 550 also caught fire but was salvaged. No injuries were reported.

Aventura, Florida, January 7, 2024
There was an explosion and fire on board an 85-foot yacht at Williams Island Marina. The fire was contained to the front area of the boat and extinguished. No injuries were reported.

Schacht-Audorf, Germany, July 2, 2024
A fire erupted at Lürssen's shipyard, destroying a shipbuilding hall and the 245-foot Project Honolulu. The area was evacuated and one person was injured.

Puerto Sotogrande, Spain, December 16, 2024
The 104-foot Sanlorenzo *Elysium* caught fire while dry-docked. Firefighters battled the blaze overnight, and the area was evacuated due to smoke concerns. No injuries were reported.

Ano Koufonisi, Greece, October 2023
The 153-foot Gentech *Navis One* caught fire while anchored; all 22 onboard evacuated safely but the vessel listed and finally sank.

Corfu, Greece, September 7, 2023
The 95-foot classic Thornycroft sailing yacht *Halycon* caught fire in Marina Gouvia. The fire spread to other boats but no injuries were reported.

Budapest, Hungary, February 14, 2023
The 82-foot Mangusta 80 *Le St-James* caught fire while berthed at Wiking Yacht Club marina and was badly damaged; no injuries were reported.

THE NEW COOL

THE AB110 MAY BE CALMER AND MORE POISED THAN HER PREDECESSORS, BUT AB YACHTS HASN'T PUT THE BRAKES ON STYLE. *KATIA DAMBORSKY* GETS UNDER THE HOOD OF THE LATEST MODEL

PHOTOGRAPHY Gionata Xerra

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AB YACHTS HAS CREATED A NEW ADDITION TO ITS FLEET THAT PACKS IN MORE LENGTH, MORE VOLUME AND, CRUCIALLY, A LITTLE MORE LIVABILITY

The sundeck (below and left) is spacious, laid out with comfortable sofas and loungers and features unimpeded 360-degree views. Above: the bow lounge is among the favorite elements of the designer — Marco Casamonti of Archea Associati — offering an expensive area for both dining and relaxing. More outdoor dining is available on the aft deck (far left, top) via a high-low table

If you're based in Miami and you want a boat to get you from the mainland to your Bahamian villa at eye-watering speeds, you might well consider a model from AB Yachts. You could call ahead to Bimini to ask for some champagne to be put on ice, set off from Miami, and arrive in the Bahamas about an hour later with the engines hot and the champagne still reasonably cool. This is the kind of performance that 60-knot boats can flex, and it's how Italian-based AB Yachts has cemented its reputation for speed in the yachting world.

There will always be a client who wants the fastest boat on the market, according to Roy Capasso, AB Yachts' head of sales, and, he says, "we will always be a leader in this niche."

However, in the last few years, the brand has been considering new ways to stand out in the

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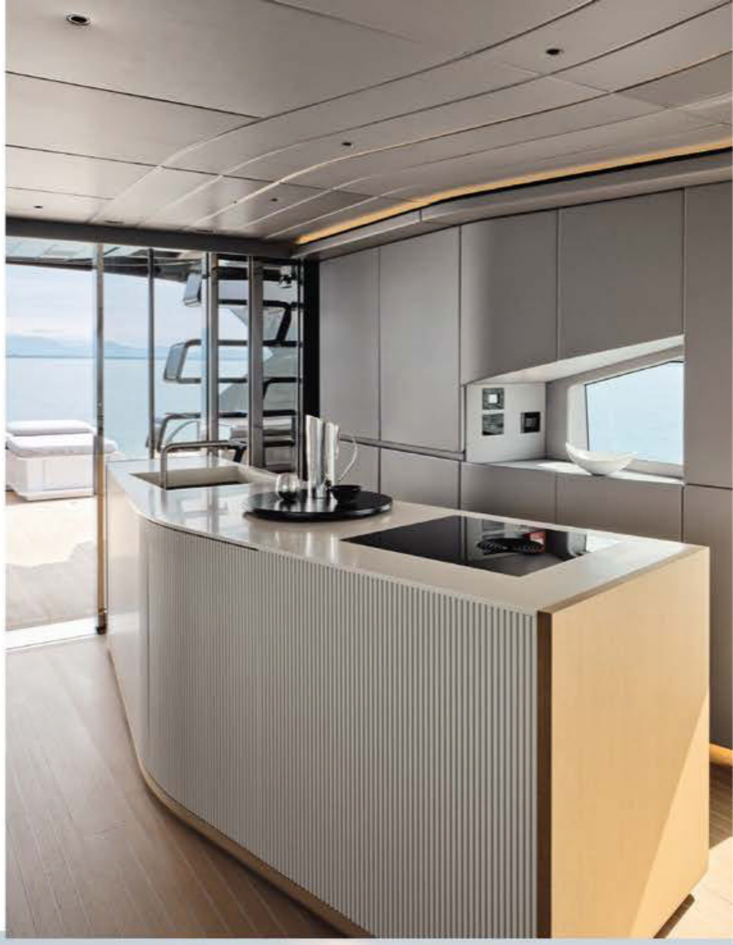
> THE GALLEY BAR APPEARS TO "FLOAT ABOVE THE FLOOR, DESIGNED AS A SCULPTURAL AND AIRY ELEMENT"



marketplace. Enter the AB110 (so named for its 110-foot LOA). While being careful not to stray too far from its successful speed-oriented MO, AB Yachts has created a new addition to its fleet that packs in more length, more volume and a bit more livability. Italian architect Archea Associati is responsible for both exterior and interior design but worked closely with the builder's internal design team. The collaboration was a winning one, earning the yacht a Neptune in her category at the 2025 World Superyacht Awards.

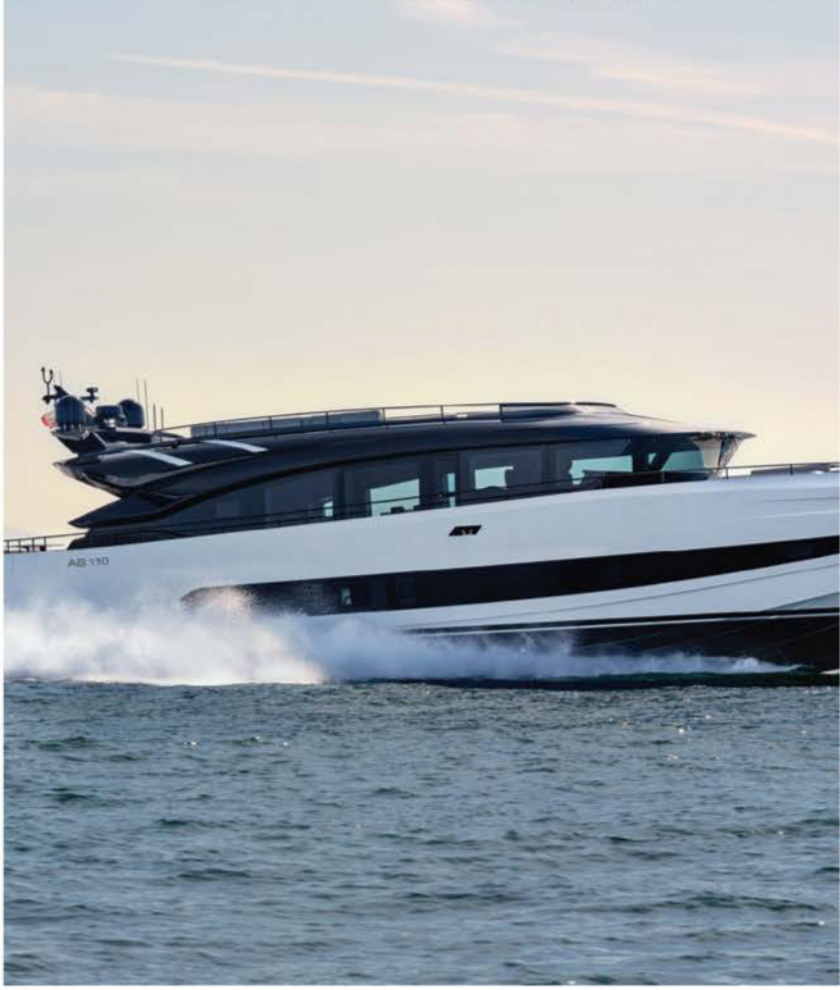
The new model made its debut at the 2024 Cannes Yachting Festival and went on to appear at the Genoa Boat Show, which is where I pay it a visit.

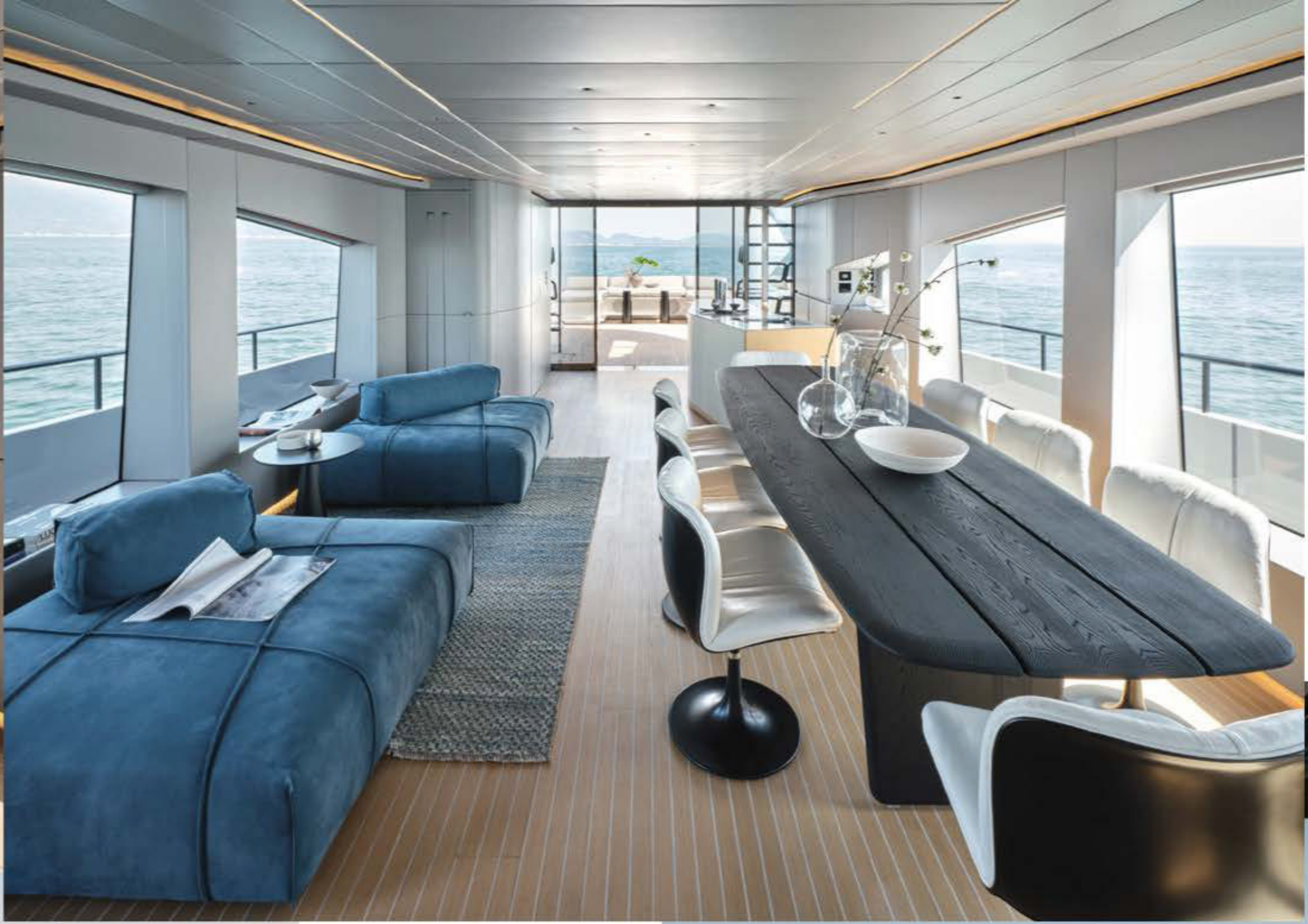
I arrive at Next Yacht Group, the parent company of AB Yachts, and while waiting for my tour to begin, I admire a teak-clad, on-the-water lounge arrangement with built-in sofa seating on a superyacht just opposite their stand. It takes me a moment to realize that this is the boat I've come to see. I had been expecting the more traditional sloped transom and stubby swim platform that's common on sport yachts, not this delightfully inviting lounge set-up.

Looking at the yacht's profile, you can see also this modern evolution in the lines. While older AB models have that aggressively sharp, bullet-shaped silhouette and a slicked-back windshield, the 110 has a relatively straight sheer with a raked windshield and you can see almost straight through the superstructure.

One could argue that the reverse windshield detracts from the "sexiness" of sports yachts. "This is a point of view," Capasso agrees. The primary reason for this choice was to give more surface area for the flybridge above, but there are other practical considerations. "In fact, you have no reflection of the sun on the glass, and that allows us to have less consumption in air conditioning. There's also much more space in the internal part," Capasso says, "so it's a win-win situation."

An overhang from the flybridge shades the glass, but the glass itself is an ultra-lightweight type with thermal resistance that reduces the absorption of UV rays. So, more than just an aesthetic choice.





Teak flooring in the main salon unites the interior space with the aft deck, as Archea Associati designed the inside and out as a single concept. Top left: the galley was situated aft in the salon with the US market in mind, where AB Yachts is the strongest. However, all AB yachts are built with a double-voltage adapter for electronic devices, meaning they can sell in either the US or European markets

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Gray leather and mirrored panelling are used in the cabins, giving the yacht a masculine touch. The owner's cabin (below) is located in the most stable position on board, lower deck amidships

FINE-TUNING A YACHT TO BE BOTH SPACIOUS AND SPORTY IS INVARIABLY GOING TO BE A CHALLENGE, BUT THE AB110 HAS AN INTERESTING MIX OF BOTH FEATURES

However, if a client doesn't like the look they can opt for a more conventional wheelhouse, which is showcased on the recently launched AB110S. Customization is key for all the yachts in the AB Yachts fleet, and product development is always ongoing. There's no such thing as a perfect boat, and "you never stop [trying] to improve a boat," Capasso says. The design has already evolved from the first AB110 or is in the process of being tweaked. "Nothing crazy," Capasso says, just integrations of ideas that came from client and dealer feedback. For example, on the first hull, the television in the main salon is on a fixed bulkhead that prevents a straight view from the seating area to the helm – that visual barrier will no longer exist in future models, where the television will flip down from a panel overhead. On the flybridge, there's a possibility to add shade manually with a bimini supported by poles, but the team is now looking into ways to automate this with a retractable awning.

The galley area is a focal point on hull No 1, featuring a curved bar finished with ribbed paneling, a near-seamless countertop and a wood-topped section to serve drinks. The bar "appears to float above the floor," notes Alessandro de Pascalis, head of AB Yachts' style and design office. It's "designed as a sculptural and airy element," supported by a hidden teak stand. The bar and adjacent pantry unit hide "a fully equipped kitchen, complete with an induction hob, oven, ice maker, and dishwasher, all cleverly concealed to preserve the purity of the lines and the harmony of the surrounding environment," de Pascalis explains.

The galley is "a piece of art," Capasso says, installed as a showcase for what AB Yachts and its suppliers can achieve. But the feedback they got was that it commanded too much space, and future hulls will feature either a reduced galley size or will move the galley entirely below deck. The four-cabin configuration will stay the same in either scenario, but the VIP would end up being a touch smaller if the galley were relocated to the lower deck.

Fine-tuning a yacht to be both spacious and sporty is invariably going to be a challenge, but the AB110 has an interesting mix of both features. Forward of the helm, you'll find twin sets of stairs on either side that lead to the lower deck, and the depth of the stairwell lends the design a cathedral-like airiness. The gently curved stairs "cascade"

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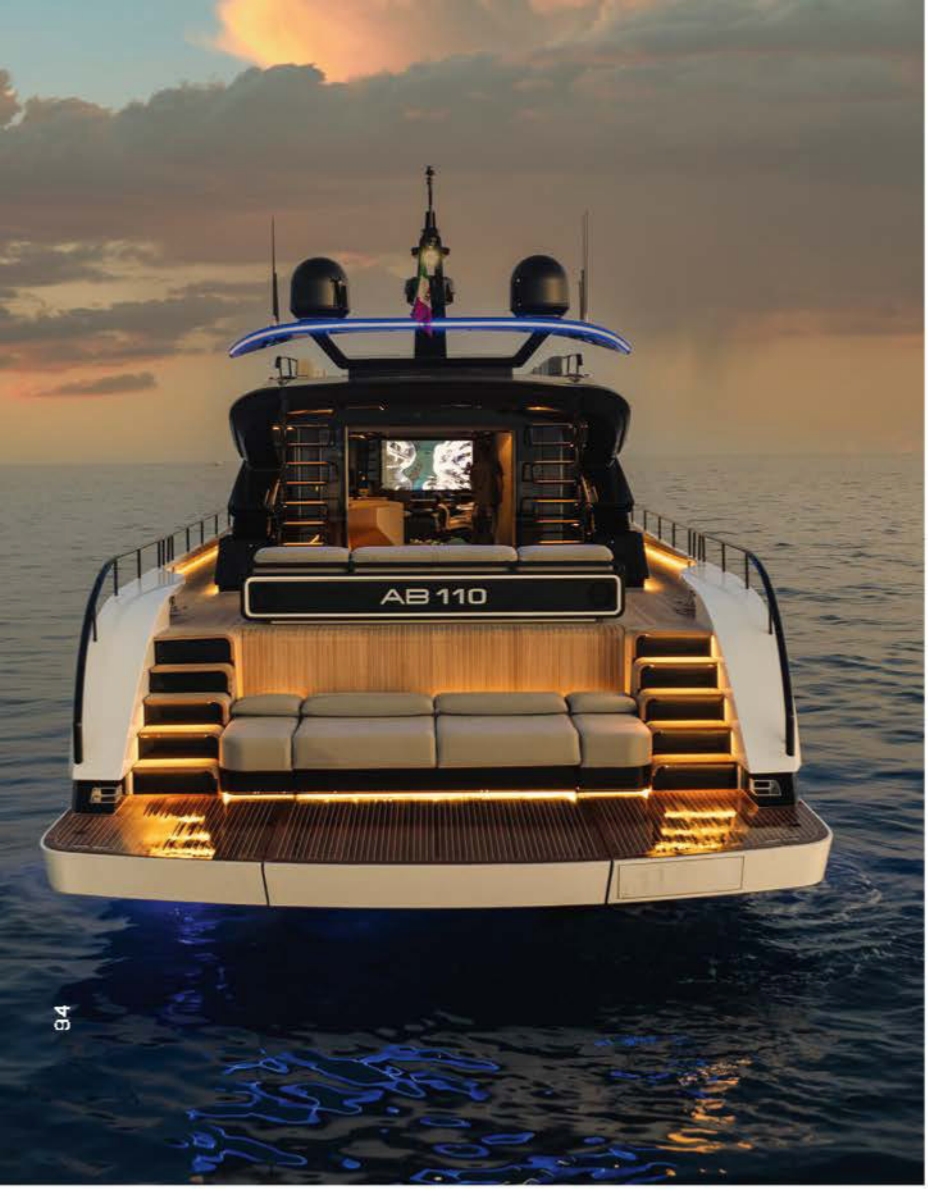


The swim platform's lounging space is temptingly close to the water's edge. Just behind is tender stowage for a craft up to 16 feet long, plus a personal watercraft

THE DESIGN TEAMS HAD A RELENTLESS FOCUS ON LIGHTNESS, COUPLED WITH AN OBSESSIVE ATTENTION TO DETAIL

down to a corridor with deep-pile carpet that extends to all the cabins and gives the yacht a "feeling of coziness," de Pascalis says. Natural light streams in from a skylight overhead, and the glass windows on both sides of the salon are full-height and can be slid open to make a semi al fresco space.

The water-level lounge and swim platform that so impressed me double as a hydraulic tender garage. Italian supplier Besenzoni built it and, at the touch of a button, the curved teak upper segment lifts and the sofa folds in, revealing space for a tender of more than 16 feet. It's a slick solution, Piergiorgio Belardini, AB Yachts' project management manager says. "The installation is pretty simple, but the most captivating thing is how easy the tender launching and hauling operation [becomes]."

There are, however, classic hallmarks of sport yachts evident on the AB110 as well. Geometrically shaped steps made of carbon fiber flank the aft deck and lead up to the sundeck, and the sharp lines of lighting carve out the lower deck corridor, the stairwells and the overheads. Lighting also underlights many of the fixed components – and these can change color, too, to bring added ambience.

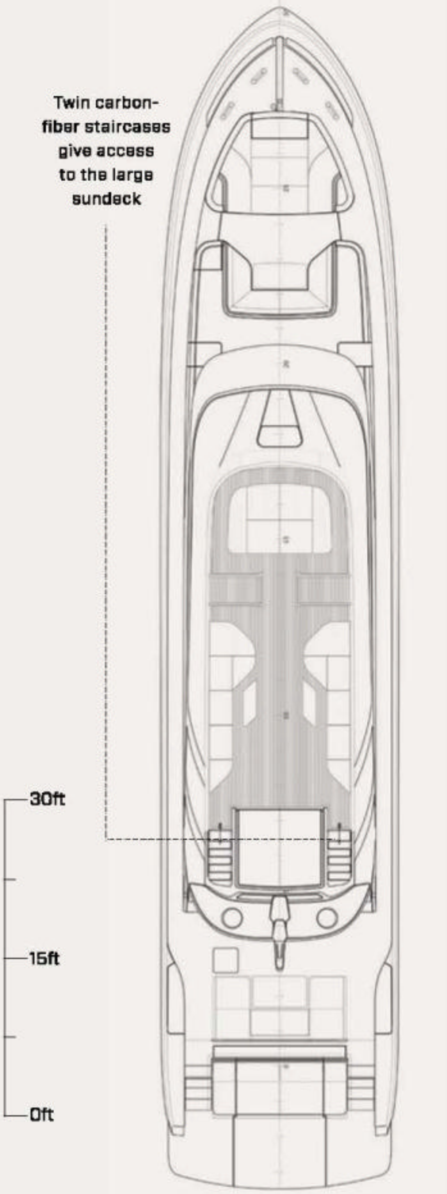
The AB110 is billed with a top speed of 43 knots, which isn't quite the hair-raising 60 knots of her sisters, but it's still remarkably fast for her size. While efficiency isn't usually something that goes hand in hand with speed, Capasso says that the lightweight construction and optimized hull have helped make the yacht less fuel-guzzling than you might expect. The design teams had a "relentless focus on lightness," Belardini says, coupled with "an obsessive attention to detail," according to de Pascalis. The yacht's triple MAN engine configuration helps, too. "Being fast does not mean to burn more fuel," Capasso says. "Of course, at a certain speed you burn more fuel. But consider that you can just have one engine as a booster." Essentially, this means that "the boat has a consumption that you can compare to [a] much slower two-engine motor yacht." Drivability and efficiency are also improved thanks to the waterjets – something that AB Yachts has been championing since the 1990s.

AB Yachts builds on spec. Anyone who feels the need to zip around at high speed probably won't appreciate a long wait for a new yacht, and on spec means that a client's lead time is greatly reduced. The first hull of the AB110 has already found an owner. A fast track for a fast boat – one that's also well-configured for life in the slow lane. ◻

AB110

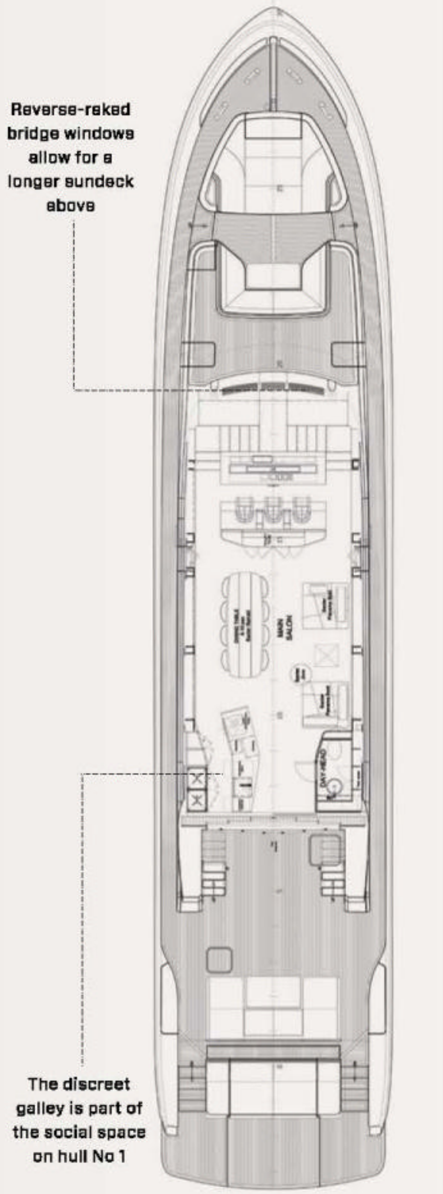
AB YACHTS

SUNDECK


30ft
15ft
0ft

Twin carbon-fiber staircases give access to the large sundeck

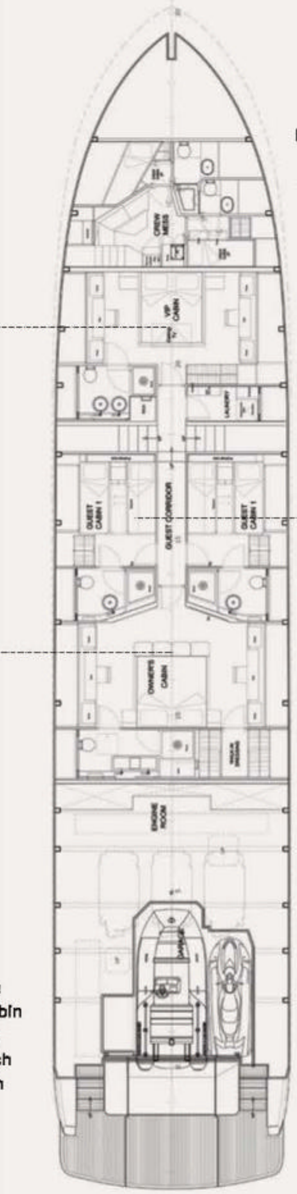
MAIN DECK


MAIN SALON
DAY HEAD

Reverse-raked bridge windows allow for a longer sundeck above

The discreet galley is part of the social space on hull No 1

LOWER DECK


CREW MESS
VIP CABIN
LAUNDRY
GUEST CABIN 1
GUEST CORRIDOR
GUEST CABIN 1
OWNER'S CABIN
ENGINE ROOM
GARAGE

Sliding berths and an extra Pullman in each guest cabin offer flexibility

Both the owner's cabin and the VIP stretch full beam

95

LOA 110' 6"
LWL 86' 7"
Beam 22' 3"
Draft 4' 3"
Gross tonnage 168GT
Engines 3 x 2,000hp MAN V12 2000 with SCR, IMO Tier III compliant

Generators
2 x 32kW Kohler
Stabilizers
Seakeeper Gyro
Speed (max/cruise)
43/38 knots
Range at 38 knots
460nm
Fuel capacity
304 gallons

Freshwater capacity
264 gallons
Tender
1 x 15' Williams Sportjet 460
Owners/guests 10
Crew 4
Construction
Composite hull and superstructure

Classification
RINA - C ✠ Hull I MACH Y Unrestricted Navigation (Pleasure)
Naval architecture
AB Yachts
Exterior styling
Archea Associati
Interior design
Archea Associati

Builder/year
AB Yachts/2024
Viareggio, Italy
+39 0584 3819
info@abyachts.com
abyachts.com

PRO
BOAT

35

TOTAL NUMBER OF 79-FOOT-PLUS PROJECTS DELIVERED BY AB YACHTS TO DATE

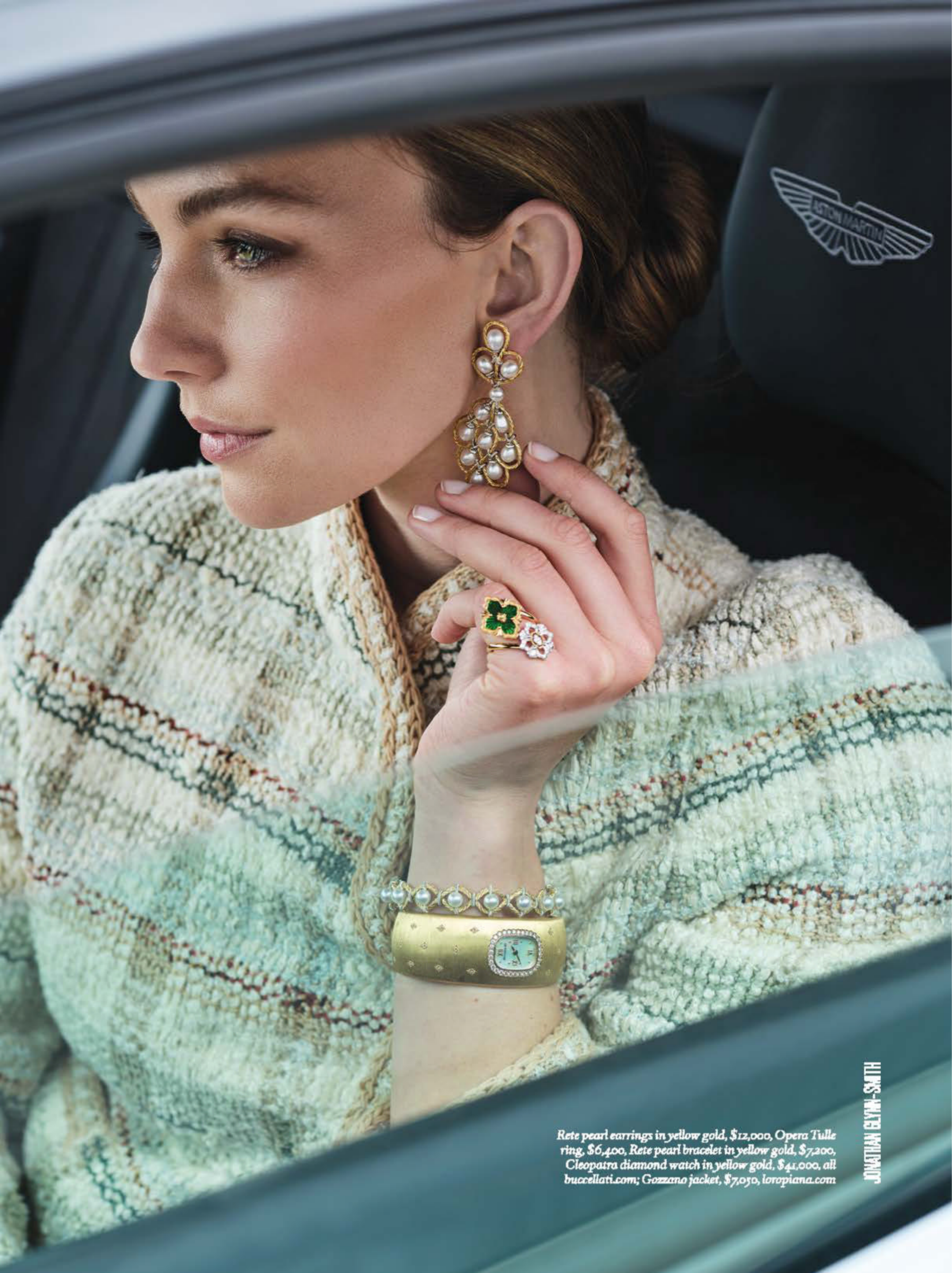
Flight of fancy

RULE THE RUNWAY WITH LUXURY WATCHES,
HIGH JEWELRY AND THE LATEST IN READY-TO-WEAR.
EDITED BY *BELLE RICE*

PHOTOGRAPHY JONATHAN GLYNN-SMITH

STYLIST ARABELLA BOYCE

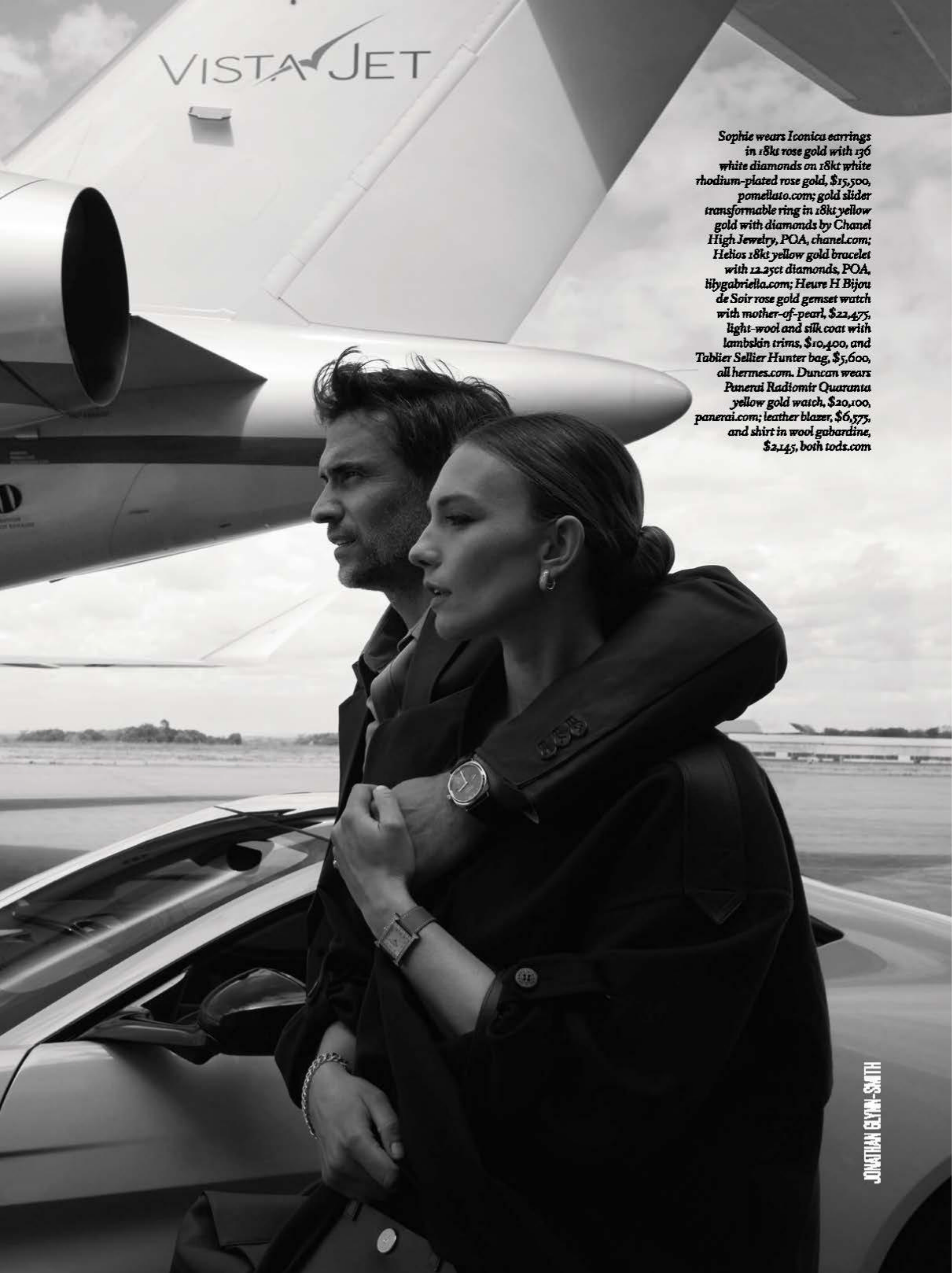
Sophie wears Lidia embroidered top in silk, $17,025, Melanie embroidered skirt in silk, $28,350 , and Bale micro bag, $5,575, all loropiana.com; Belle Vivier slingback pumps, $1,020, rogervivier.com. Duncan wears Bourdon sport jacket, $4,000, and camel coat, $5,800, with spread-collar shirt, $750, and knitted tie, $255, all dunhill.com; Greggo shoes, $995, christianlouboutin.com. VistaJet's Bombardier Global 7500, courtesy of VistaJet; Aston Martin Vantage Coupe, from $191,000, astonmartin.com



Rete pearl earrings in yellow gold, $12,000, Opera Tulle ring, $6,400, Rete pearl bracelet in yellow gold, $7,200, Cleopatra diamond watch in yellow gold, $41,000, all buccellati.com; Gozzano jacket, $7,050, loropiana.com

JONATHAN GLYNN-SMITH

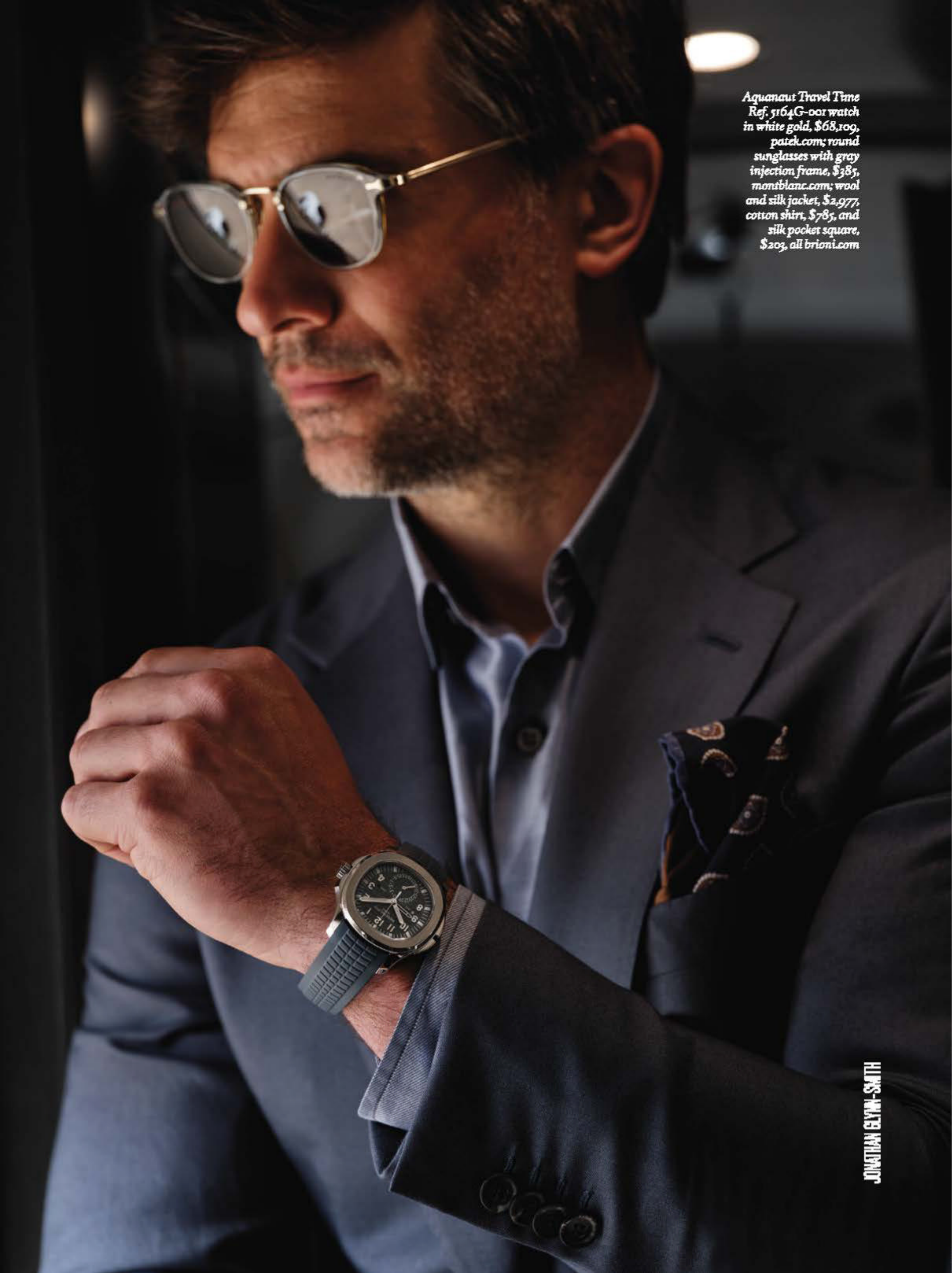
Type XX Chronographe 2075, $43,500, breguet.com; corduroy pleated trousers, $1,150, dunhill.com; Driving sweater in cashmere, $1,109, connollyengland.com; Aviator jacket, $8,500, brunellocucinelli.com



Sophie wears Iconica earrings in 18kt rose gold with 136 white diamonds on 18kt white rhodium-plated rose gold, $15,500, pomellato.com; gold slider transformable ring in 18kt yellow gold with diamonds by Chanel High Jewelry, POA, chanel.com; Helios 18kt yellow gold bracelet with 12.25ct diamonds, POA, lilygabriella.com; Heure H Bijou de Soir rose gold gemset watch with mother-of-pearl, $22,475, light-wool and silk coat with lambskin trims, $10,400, and Tablier Sellier Hunter bag, $5,600, all hermes.com. Duncan wears Panerai Radiomir Quaranta yellow gold watch, $20,100, panerai.com; leather blazer, $6,575, and shirt in wool gabardine, $2,145, both tods.com

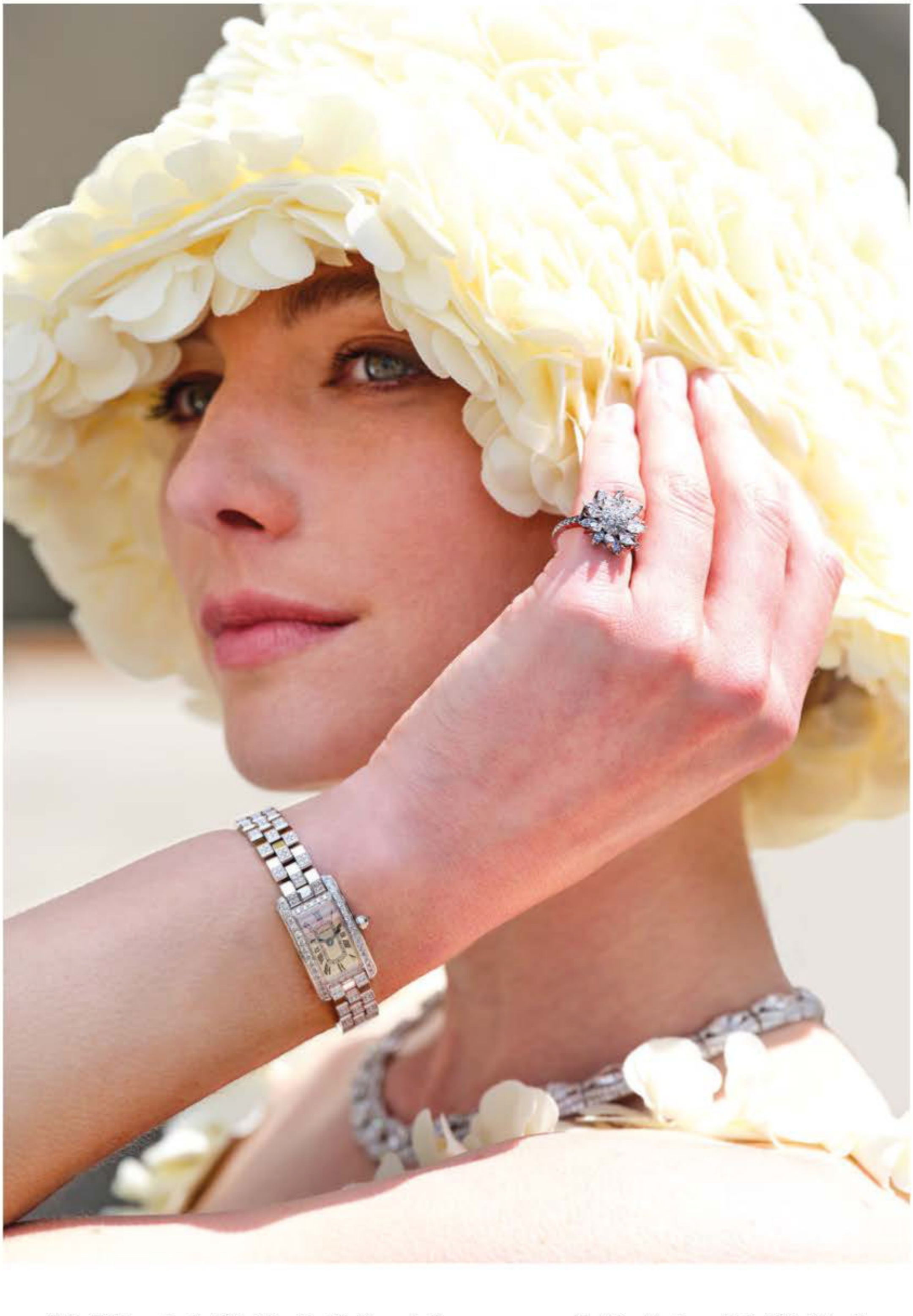
JONATHAN GLYNN-SMITH

DIM 1783 men's 42mm watch in rose gold in brown, $35,670, asprey.com; Fiesole suit, $6,950, Asti shirt, $800, tie set, $530, and 18-karat gold cufflinks, $17,100, all stefanoricci.com



Aquanaut Travel Time Ref. 5164G-001 watch in white gold, $68,109, patek.com; round sunglasses with gray injection frame, $385, montblanc.com; wool and silk jacket, $2,977, cotton shirt, $785, and silk pocket square, $203, all brioni.com

JONATHAN GLYNN-SMITH



Daisy Heritage ring in 18kt white gold with diamonds, $21,500, asprey.com; Tank Américaine watch in 18kt white gold with diamonds, $41,600, cartier.com; Fusion 36.2ct white diamond necklace, set in 18kt white gold, POA, davidmorris.com; Lidia embroidered silk top, $17,025, and Oriana cloche silk flower hat, $9,075, both loropiana.com

Sophie wears white emerald-cut, baguette and round 43.5ct diamond necklace and 12.14ct earrings, white emerald-cut 34.46ct diamond Line bracelet and white emerald-cut 10.67ct diamond promise ring with white tapered baguette 11.24ct diamond shoulders, all POA, graff.com; silk chiffon tulle gown with silk velvet flowers, $4,500, jadghandour.com. Duncan wears Ingenieur Automatic 42 watch, $20,600, iwc.com; Nola tuxedo jacket, $1,070, and Bowen tuxedo trousers, $538, paulandjoe.com; Dobby shirt, $295, etonshirts.com; 18kt gold cufflinks, $17,100, stefanoricci.com; bow tie, stylist's own; Christofle glassware courtesy of VistaJet

Sophie wears Red Gold Snow-Set RM 07-01 Automatic watch with open-link bracelet, POA, richardmille.com; Bee de Chaumet cuff in rose gold with pavé, brilliant-cut diamonds, $111,350 , chaumet.com; silk-chiffon tulle gown with silk velvet flowers, $4,500, jadghandour.com. Duncan wears White Gold Snow-Set RM 72-01 Automatic Lifestyle Flyback Chronograph, POA, richardmille.com; Nola tuxedo jacket, $1,070, and Bowen tuxedo trousers, $538, paulandjoe.com; Dobby shirt, $295, etonshirts.com; 18kt gold cufflinks, $17,100, stefanoricci.com; bow tie, stylist's own. Hanover chess board set in saddle leather in marine, $7,750, asprey.com.

Hair, make-up and grooming: Ciona Johnson King at Aartlondon using BioEffect Imprinting Eye Masks, Subtle Energies Mogra Rejuvenating Gold Cream and Rose and Cardamon Hand Cream, Medik8 Advanced Day Ultimate Protect SPF 50, Charlotte Tilbury beautiful skin foundation and eye color magic liner duo in copper charge, Tom Ford eye color quad in honeymoon, Naked Sundays Cabana Glow SPF50 Mineral Glow Serum Drops – Luminizing blush, Sweed Le lipstick and lash lift mascara in dark brown, Makeup by Mario master blade brow pencil, Malin+Goetz SPF 30 lip balm–high protection, Color Wow Pop & Lock High Gloss Finish and Moroccanoil Luminous hairspray.

Creative director: Christopher Whale; models: Sophie Pumfrett and Duncan Macrae; lighting assistant: Emma Campbell; special thanks to Kenneth Au, Aston Martin and the cabin crew and team at VistaJet

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PEARL | 82

ROOM TO GO

BRITISH BRAND PEARL YACHTS BANKS ON PROVIDING MORE OF EVERYTHING ON A COMPACT YACHT THAT *KATE LARDY* FINDS PRETTY “SUPER”

PHOTOGRAPHY Alberto Cocchi

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When exactly does a yacht become a superyacht, I muse, as I tour the Pearl 82. I've been in yachting journalism for 25 years – since the days of "megayachts," before the industry collectively decided on "super" – and there has never been a universally accepted definition. Pearl Yachts' new 82 (which measures 83 feet) seems a tad on the small side for such a grand title, yet when I discover all that lies within, I get why the British builder calls it "the most compact superyacht on the market."

"It has everything that boats twice its value have," Iain Smallridge, managing director and founder of Pearl Yachts, tells me. "It's a 30-meter yacht in a 25-meter shell."

I'm touring the second hull of the 82, which introduced the model to the US at the 2024 Fort Lauderdale International Boat Show last fall. While there is a mere two-foot difference between this and the

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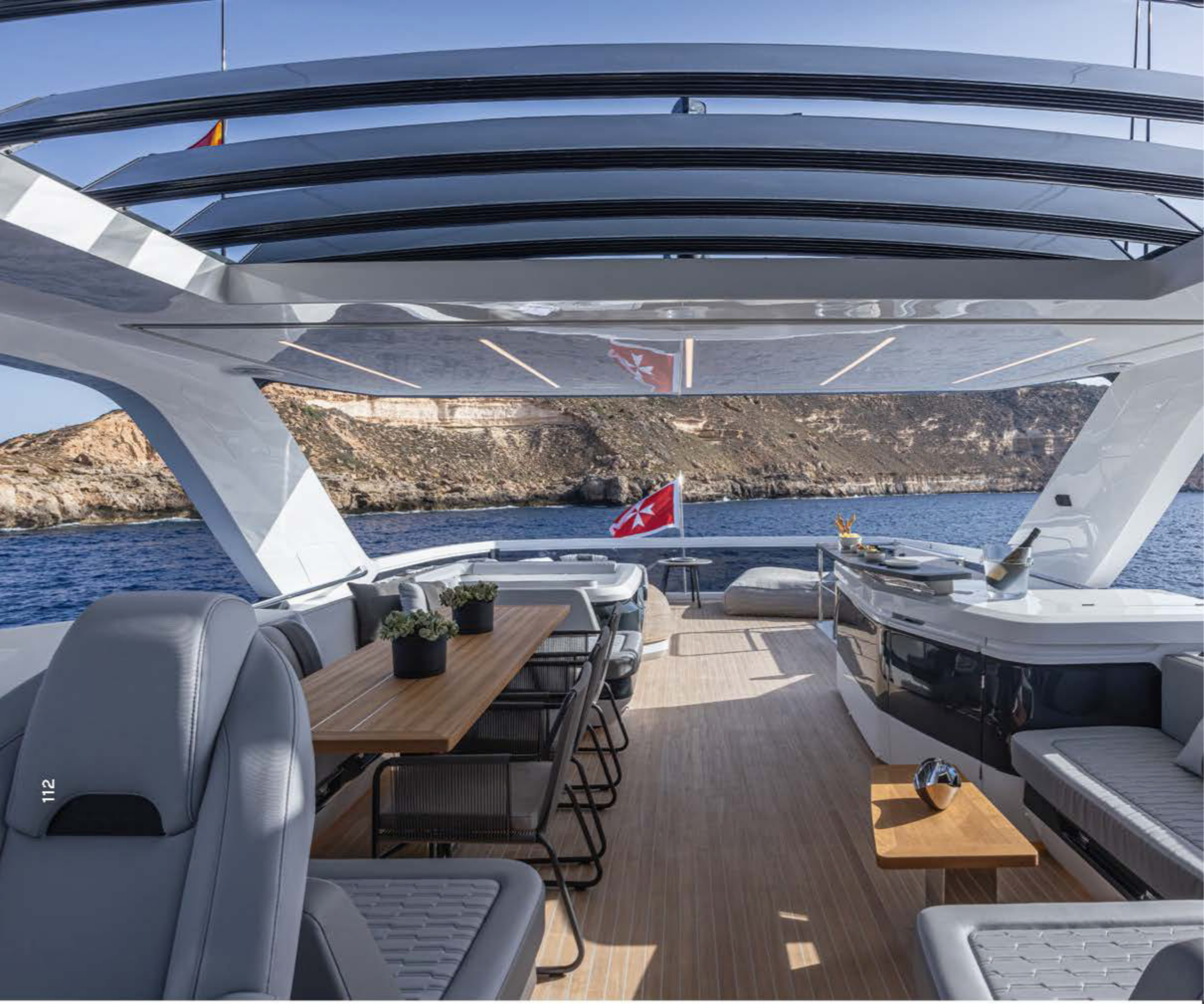


The aft section of the flybridge is highly customizable. The owner of hull No 1, pictured here, chose to include a hot tub. The tilt-and-slide opening sunroof is also an upgrade

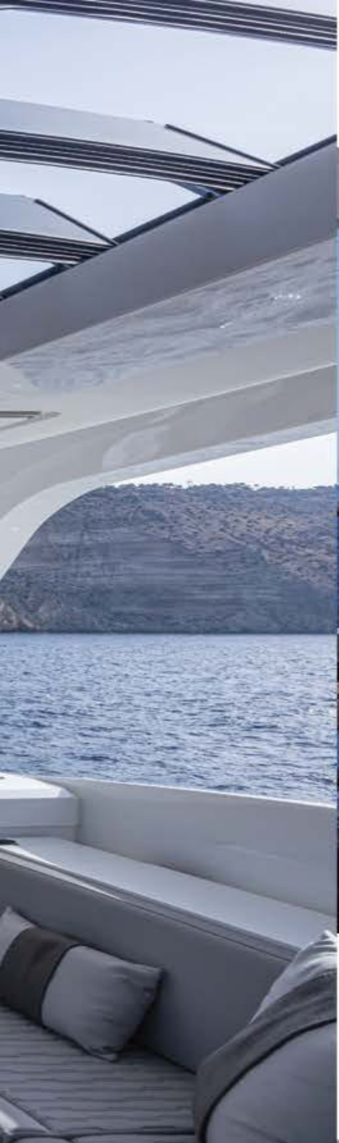
older 80 it replaces, "the 82 is a much bigger boat," Smallridge says.

She's beamier, yes, but the extra volume is mainly due to the raised pilothouse design that moves the bridge out of the main salon and up a half deck. This arrangement allows for one of its super features: an owner's cabin on the main deck. With four further guest cabins below deck, this is a five-stateroom yacht, each with a private en suite, plus crew accommodations for four.

Building in the competitive market of 63- to 95-foot yachts, Pearl – a boutique builder that delivered a record 15 boats last year – has grown its reputation by offering a little extra in every boat. The 27-year-old company's reach now spans the globe, with the first six 82s going to clients in the Mediterranean, Australia, Asia and the US. The American owner is moving up from a Pearl 72; looking around the 82, I would agree that they are entering superyacht territory.

"The 82 has three or four unique features in the market," Smallridge says. One of those I can see immediately on the aft deck, which has two possible configurations: Riviera and Veranda. Riviera is on this yacht. It combines the elements of a sports boat and a flybridge boat with its twin aft-facing sunpads and seating around two convertible tables that can raise, lower or combine into one large table. Veranda offers a more traditional style with a fore-and-aft oriented table between two bench seats and a glass balustrade over the transom. In both configurations, fold-down bulwarks frame the cockpit and expand the floor space over the water.

Another innovative feature is the direct access from the owner's cabin through a sliding glass door to the foredeck. With the addition of loose



"IT HAS EVERYTHING THAT BOATS TWICE ITS VALUE HAVE. IT'S A 30-METER YACHT IN A 25-METER SHELL"

British celebrity designer Kelly Hoppen has come up with four design schemes for the 82, each with their own look and feel. The Indulgence, seen here in the main salon, has proven to be the most popular

"THE FEEL WHEN YOU ARE ON BOARD IS QUITE OPEN PLAN WITH THESE WONDERFULLY ENLARGED WINDOWS"

furniture, the teak-laid space becomes a private terrace of sorts for the owner.

A few steps up from the foredeck is a sprawling outdoor lounge in front of the pilothouse that has the option of a Bedouin-style tent to cover it. Guests can access this area from the starboard side deck and continue to the flybridge via two steps on the port side. In addition to a second helm station, this top deck has all the resort amenities one needs for dining, sunning and sipping, plus soaking with the hot tub option. The hard top integrates a sunroof with louvers that adjust to allow in filtered light or full sun and close for shade.

Rounding out the 82's big-boat qualities is a tender garage with room for a Williams Dieseljet 395 and a jet ski to sit side by side.

Inside is a scene befitting a superyacht. With cut-out bulwarks outside, the views from the salon are sublime. Between the nearly floor-to-ceiling windows is a sophisticated tapestry of smoked mirror, leather and linen in white, gray and taupe, gray velvet, white onyx and brushed nickel. It's a design concept called Indulgence by renowned British interior designer Kelly Hoppen.

"Rather than the owners having to get involved in choosing all the materials, sitting at a table with hundreds of different material combinations – and

>>

“THAT’S WHAT I LOVE ABOUT PEARL YACHTS – THEY ARE KINK-FREE”

The main deck (here) culminates forward with the owner's cabin (far left), which has direct access to the foredeck. Bottom left: guest cabins below are almost as generous, featuring king-size beds

they don't know what they're doing, they're not interior designers – we give them a choice of three or four interior designs by Kelly Hoppen, and they just pick one," Smallridge says.

Indulgence layers timber veneers, onyx and contrasting metal detailing, "to create wonderful reflections and luxurious tones, fusing the ocean and interiors together for an earthly and sensory experience," as Hoppen describes. It has been the clear winner for this model, with five of the first six owners picking it. One has chosen the glamorous Luxury, featuring high-gloss walnut joinery. There is also timeless Monochrome in black and white, and linear Modern that contrasts light oak with black accents. All themes show Hoppen's signature style of neutral tones and clean lines with lots of texture and layered details. Smallridge has found that owners prefer these set choices over picking every detail and says they rarely request any changes.

Hoppen approached the 82 as, "a place that could be anywhere. It could be on land or at sea. It could be New York, it could be Paris, it could be London," she says. "We've used beautiful materials, and the joinery and the detailing are absolutely intricate, but the feel when you are on board is quite open plan with these wonderfully enlarged windows, which make you feel that you are really out at sea, rather than being enclosed inside of a yacht."

As with all Pearl yachts, Bill Dixon, head of Dixon Yacht Design, was responsible for shaping the 82 around this large, bright interior. That was the challenge. "The design had to retain the defining features of a Pearl yacht while balancing a sporty profile with a large interior volume and extensive hull and coachroof glazing," he says.

Dixon also handled the hull and the performance, which I experienced firsthand as we left the confines of Fort Lauderdale's Port Everglades and cruised into the open ocean. We accelerate easily, reaching 16 knots at 1,600rpm and 20 knots at 1,850. Dixon's hull stomps out the two- to three-foot seas so effortlessly, I feel nothing but the wind as I lounge on the flybridge.

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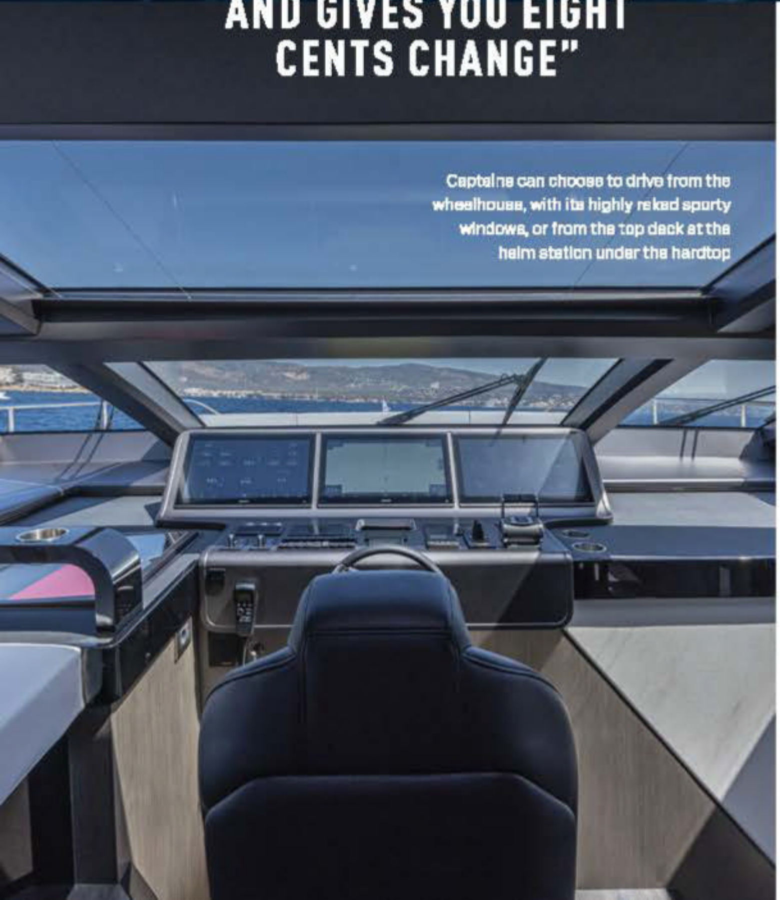
"SHE TURNS ON A DIME AND GIVES YOU EIGHT CENTS CHANGE"



Captains can choose to drive from the wheelhouse, with its highly raked sporty windows, or from the top deck at the helm station under the hardtop

"She turns on a dime and gives you eight cents change," quips the captain at the helm, as he tugs the wheel hard to port and the Pearl smoothly follows. At 1,900rpm, we're doing 22 knots, and we soon reach close to 30.

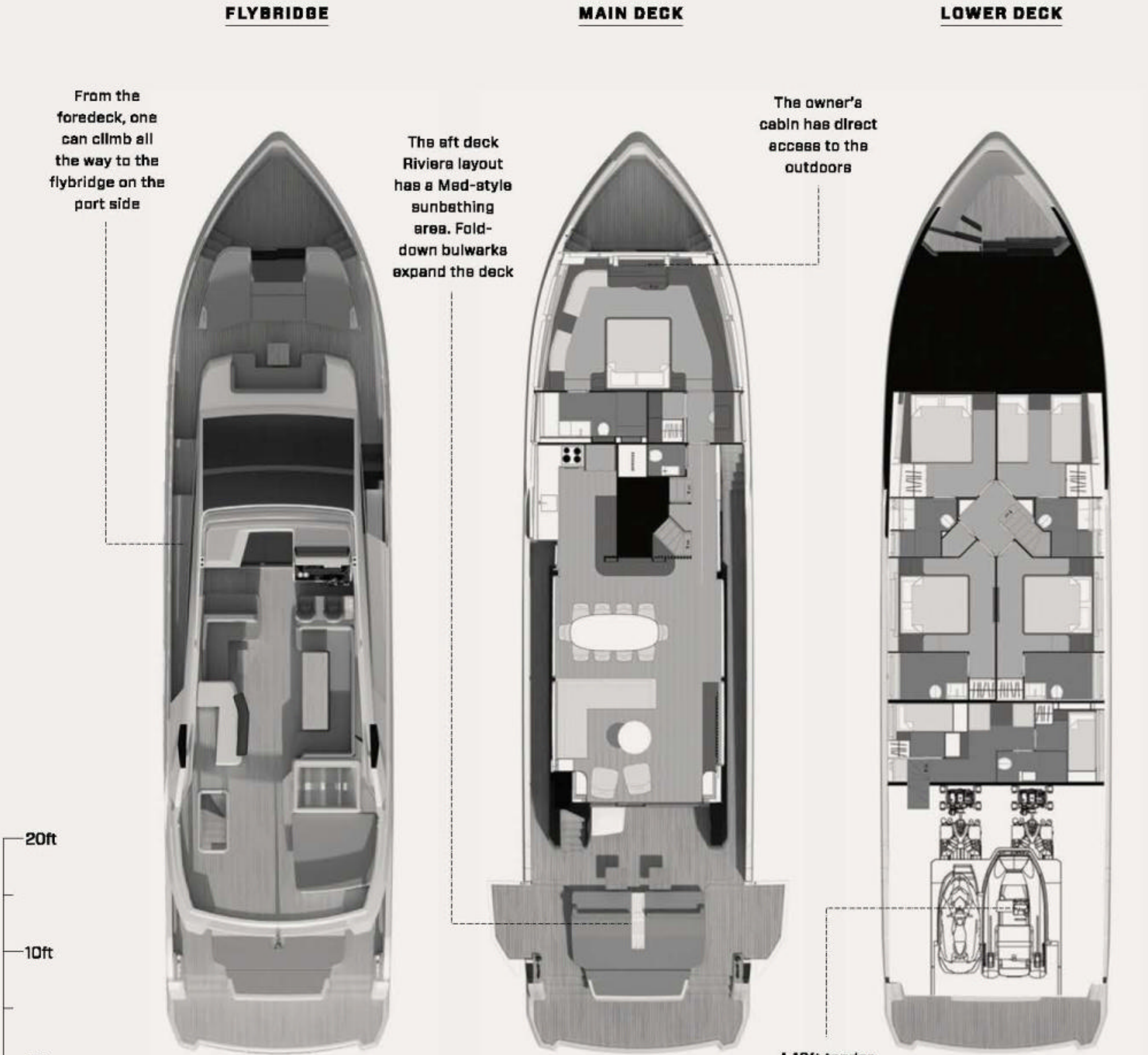
This boat's owner opted for the most powerful engine option of 2,000-horsepower MAN V12s. The advertised top speed is 32 knots, but super speed is not this yacht's main selling point. Still, she can make way at a very respectable rate. Even with the standard 1,650-horsepower engines, the 82 can reach 28 knots.

When we pause in place to send up a drone, the Sleipner zero-speed fins do their job of keeping us steady and comfortable. "That's what I love about Pearl yachts," the captain says, "they are kink-free."

We turn around and head back between the stone jetties into the port. From the flybridge, I watch small boats buzz around us, jostling for position to pass under the 17th Street Causeway. Waving back at those below from my lofty perch, I feel quite super indeed. ◻

PEARL 82

PEARL YACHTS



From the foredeck, one can climb all the way to the flybridge on the port side

The aft deck Riviera layout has a Med-style sunbathing area. Fold-down bulwarks expand the deck

The owner's cabin has direct access to the outdoors

A 13ft tender and a jet ski fit in the garage

LOA 83'

LWL 67' 8"

Beam 20' 10"

Draft 6' 3"

Gross tonnage
111GT

Engines
2 x 2,000hp MAN V12

Generators
2 x 24kW Kohler

Stabilizers
Sleipner Vector
1350 fins

Speed (max/cruise)
32/24.5 knots

Range at 24.5 knots
287nm

Fuel capacity
1,611 gallons

Freshwater capacity
370 gallons

Tenders
Williams Dieseljet 395

Owners/guests 10

Crew 3-4

Construction
GRP hull and
superstructure

Classification
CE Category B

Naval architecture
Dixon Yacht Design

Exterior design
Dixon Yacht Design

Interior design
Kelly Hoppen Interiors

Builder/year
Pearl Yachts/2024
Warwick, UK
+44(0) 1926 491069
sales@pearlyachts.com
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BOAT PRO

7

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Best by Boat

Risa Merl discovers that children aren't just an afterthought at the elegant Terre Blanche in Provence

Terre Blanche Hôtel Spa Golf Resort feels like a secret garden built for those who appreciate a dose of luxury, but crave the space to breathe in the sweet-scented air of nature (or to swing a golf club on one of its two internationally renowned golf courses). An oasis tucked away in the rolling hills of Provence, yet just a short drive from the glittering Côte d'Azur, it is set on 750 acres of forested countryside near Tourrettes, France. This expansive estate is more Provençal hamlet than hotel, with terracotta-roofed suites and villas scattered among pine trees, olive groves and lavender-bordered paths. Upon arrival at Terre Blanche, an immediate sense of peace pervades with just the sound of cicadas and the promise of a slower rhythm of life.

For discerning families, Terre Blanche is worth venturing the 12 miles inland (via car or straight from the yacht via helicopter), which I discover as I check in with my four-year-old in tow, ready to put its child-friendly attributes to the test. The gifts and warm welcome that await my son at check-in immediately win him over, and time splashing in the resort's expansive outdoor infinity pool seal the deal. Our suite is akin to a private residence, complete with a garden terrace perfect for playing outside, as well as an enormous bathtub, which billows with bubbles at bedtime. *Continued overleaf...*

Terre Blanche Hotel Spa Golf Resort is renowned for its serene beauty and child-friendly attributes

PHOTOGRAPHY: TERRE BLANCHE HÔTEL SPA GOLF RESORT

THIS MONTH: *seven days in Eastern Indonesia / dhow dreams along the Omani coast / a bohemian Balearic wish list*

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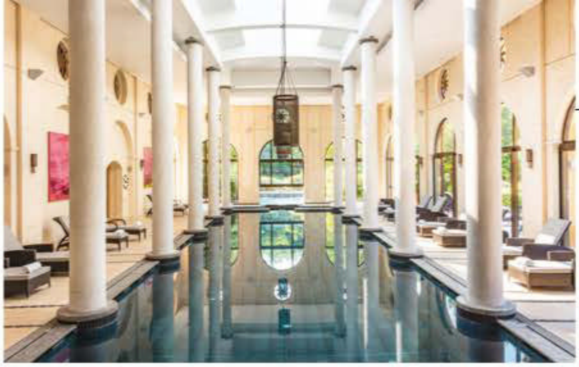

Continued from previous page

For families, Terre Blanche strikes a rare balance: adults can unwind at the award-winning spa or play golf while children are whisked away for mini adventures at the kids' club, which hosts everything from treasure hunts and cooking classes to golf lessons and art. Each morning, younger guests are chauffeured to the kids' club in stretched golf carts.

As the carts full of happy children pull away, I am freed up to visit Terre Blanche's palatial spa. After an energizing yogalates class, I soothe my muscles and busy mind with a nourishing massage in one of the spa's 12 treatment rooms. The spa uses natural oils and organic elixirs with botanical extracts. Treatments draw deeply on the region's landscape, such as the Treasures of the Hive Ritual, which uses warm beeswax oil from a local village and Valmont's honey-infused skincare for a sensorial, skin-renewing experience. The signature Farandole Massage, inspired by a traditional Provençal dance, awakens the body with orange blossom and rhythmic movements. But it isn't just me who reaps the rewards this season. Terre Blanche has introduced a new range of activities designed specifically for children, offering a calming and relaxing experience for little ones. The options include yoga and relaxation through sessions developed with a psychologist to encourage children to understand their feelings and emotions.

NEW SPA TREATMENTS OFFER A CALMING AND RELAXING EXPERIENCE FOR CHILDREN

Suitably revived, I reunite with my offspring for lunch at Les Caroubiers, overlooking the 18th hole of the emerald green Le Riou golf course. Terre Blanche is home to five restaurants, including the gourmet Le Faventia, and the menu of each is rooted in the region's flavors. Children are not an afterthought here either – menus are child-friendly without being dumbed down, and service strikes that elusive balance between polished and personal. And, of course, there's a focus on fine French patisserie, from the buttery croissants at breakfast to the tarts and cakes wheeled out for dessert.

There's something about the pace at Terre Blanche – the balance of activity and stillness, luxury and authenticity – that will have you planning your return visit before you've left. *terre-blanche.com*

Eastern Indonesia

Carl-Philippe Rousse, the on-board cruise director of 167-foot phinisi *Dunia Baru*, plans a route that showcases the natural and cultural wonders of one of the most biodiverse places on earth

1
AMBON ISLAND

Day One

Meet *Dunia Baru* in Ambon, in the Indonesian province of Maluku, in the morning and let the crew welcome you aboard with a sumptuous breakfast. Set sail immediately for the Banda Islands, which lie 100 nautical miles away. A late-afternoon cocktail on deck will help you settle into the rhythm of the voyage before taking dinner on board.

Day Two

Arrive in the Banda Islands, dropping anchor near Banda Neira. Head to shore and visit the historical fortresses and spice plantations that date back to the Dutch colonial era. After lunch, snorkel over the Gunung Api volcanic reefs.

Day Three

In the morning, arrive at the peaceful Koon Island. Visit the traditional village to meet the locals and learn about their centuries-old methods of fishing, farming and weaving. In the afternoon, kayak along the coastline before a sunset cocktail on the upper deck.

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RAJA AMPAT
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BAND NEIRA

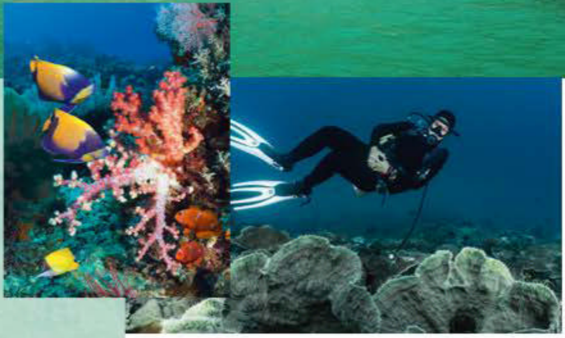
STAY
For great diving and views, stay at the Cove Eco Resort in Raja Ampat, close to the Playnemo Islands

ILLUSTRATION Yasmina Green

PHOTOGRAPHY: GETTY IMAGES; ADOBE STOCK; R0229 OKE ON UNSPLASH; TERRE BLANCHE HOTEL SPA GOLF RESORT; NATHAN LAWRENCE

Day Four

Awake to views of endless limestone karsts and white sandy bays en route to Raja Ampat. *Dunia Baru* will stop along the way for guests to take a refreshing dip in the crystal-clear waters. Enjoy dramatic views of the sun setting over the horizon.



Day Five

Arrive at Misool after breakfast and snorkel among the kaleidoscopic schools of fish. As night falls, *Dunia Baru*'s top deck becomes the perfect setting for stargazing, so relax as the Milky Way glows above.

Day Six

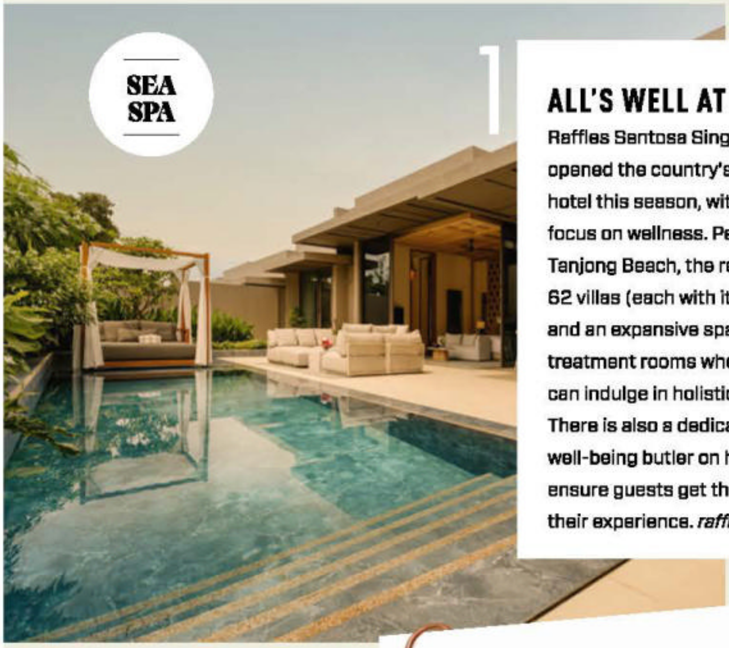
Following an overnight cruise 73 nautical miles north, awake to the lush expanse of Kri Island, known for its great diving and vibrant marine life. Lunch will be served on the beach, followed by an afternoon of kayaking. The evening will involve sunset sailing towards Sorong.

Day Seven

On the final day of your journey, awake to beautiful views of Sorong in West Papua. After breakfast, enjoy a last snorkel or dive in the tranquil waters of Fafanlap Island before returning to Sorong. The crew will bid you farewell as you disembark and see you safely off to the airport.

DUNIA BARU IS AVAILABLE FOR CHARTER WITH Y.CO

PERCHED ON THE EASTERN TIP OF VIRGIN GORDA IN THE BVIS, THE EXCLUSIVE OIL NUT BAY RESORT HAS INTRODUCED A NEW OVERWATER SPA THIS SEASON. THE SUNDARA SPA BOASTS PANORAMIC VIEWS AND TREATMENT ROOMS WITH GLASS FLOORS. OILNUTBAY.COM



SEA SPA

ALL'S WELL AT RAFFLES

Raffles Sentosa Singapore has opened the country's first all-villa hotel this season, with a core focus on wellness. Perched above Tanjong Beach, the resort has 62 villas (each with its own pool), and an expansive spa with 12 treatment rooms where guests can indulge in holistic therapies. There is also a dedicated well-being butler on hand to ensure guests get the most out of their experience. *raffles.com*

SAINT-TROPEZ

Beloved Saint-Tropez institution Hotel Byblos has unveiled an array of new treatments at its Sisley spa. Guests can now indulge in Thai massages, scalp care and sound-bath classes, among much else. byblos.com

MAGIC WAND

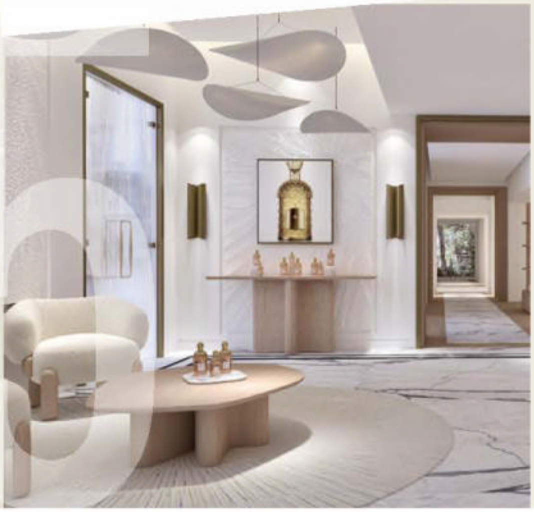
Swedish skincare brand Foreo has launched a microcurrent device that lifts and contours the skin to reduce signs of aging and promote repair. *$599, foreo.com*

notes

...on wellness

Monaco glow

The Hotel Metropole Monte-Carlo has joined forces with Guerlain to unveil a new spa specializing in holistic wellness. Opened in July, the Spa Metropole has 10 treatment rooms dedicated to its signature Guerlain rituals, including the Monaco Glow and Puissance du Rocher treatments. There's also a sauna, hammam and state-of-the-art fitness studio. *metropole.com*



CELL SHOCK
LUXE-LIFT RICH CREAM
swiss line

PEAK CONDITION

Traveling on business or holiday to London and needing to restore and refresh? The Jumeirah Carlton Tower's wellness facility, the Talise Spa at The Peak, now offers a full menu of treatments using the Indulgent Swissline skin care products. *jumeirah.com*

PHOTOGRAPHY: ALEXANDRE CHAPLIER; VESTIAIRE F

SARDINIA

FINER DETAILS

Georgia Boscawen **discovers how a local Sardinian spirit can offer an insight into the island's history and the fortitude of its people**

In the villages of craggy Barbagia in the rocky highlands of Sardinia, the local bars and restaurants have a secret. You can find it at Antico Forno di Orgosolo Ristorante Pratobello, and you don't need to ask for it. In this non-touristy area, after dinner, the waiter will bring a clear liquid, generally presented in an unmarked bottle with a wired cork. The proprietor will observe dinners as they drink the 40-percent spirit similar to grappa, looking for signs of appreciation (no grimaces).

Filu 'e ferru, which translates as "iron wire," is Sardinia's potent, home-distilled spirit. It isn't forced upon you at *BOAT*-recommended fine-dining establishments like Pedri Garden in Porto Cervo or Blu Restaurant in Golfo Aranci, though you can ask for it. But local spots will, unprompted, fill a shot glass with the spirit to end a meal.

Filu 'e ferru embodies a different kind of spirit

The drink harks back to the post-war years when home-made spirits were banned. After World War II, Sardinia was isolated politically and geographically. Economic hardship forced families to become self-sufficient through farming, shepherding and unlicensed distilleries. Home-made spirits were a form of income but the Italian state, seeking to tax and regulate, deemed them illegal. Villagers would conceal their bottles underground, marking the location with a glint of wire curled just above the ground's surface.

Clear and sharp, filu 'e ferru tastes of myrtle and aniseed-laced herbs that grow wild across Sardinia, but it holds a story of an island shaped by resistance. Over the centuries, Sardinia has been ruled by the Romans, Aragonese, Savoyards and the Italian state, yet there was always resistance. In regions such as Barbagia, shepherding, smuggling and self-sufficiency endured where governance did not. That independent streak still runs deep today, seen in the (still spoken) Sardu language, guarded traditions and an enduring refusal to obey the mainland mold.

Filu 'e ferru embodies this spirit; families pass down recipes lacking exact quantities. In some villages, it's flavored with fennel; in others, with wild berries, liquorice or thyme.

Today, though legal, the best filu 'e ferru is still made in back kitchens and barns, quietly offered after meals or at village festivals. Without venturing too far from the yacht, you can find it in Porto Cervo on the menu of Zamira Lounge, served over ice with vermouth. Pair it with slices of pecorino and *pane carasau* (Sardinia's traditional flatbread) for the full experience.

Distillerie Lussurgesi, near Santu Lussurgiu in western Sardinia, produces a version aged in chestnut barrels. Book tastings to discover how tradition is preserved, or take a bottle back, sip it neat with a curl of lemon peel and toast to the island's beauty and heritage.

Today, the best filu 'e ferru is still made in back kitchens and barns, quietly offered after meals or at village festivals

PHOTOGRAPHY: MATTIA AQUILA; MARCO PIZZA; DISTILLERIE LUSSURGESI

SEA SPA

SAVOY HOTEL & SPA, PAESTUM, ITALY

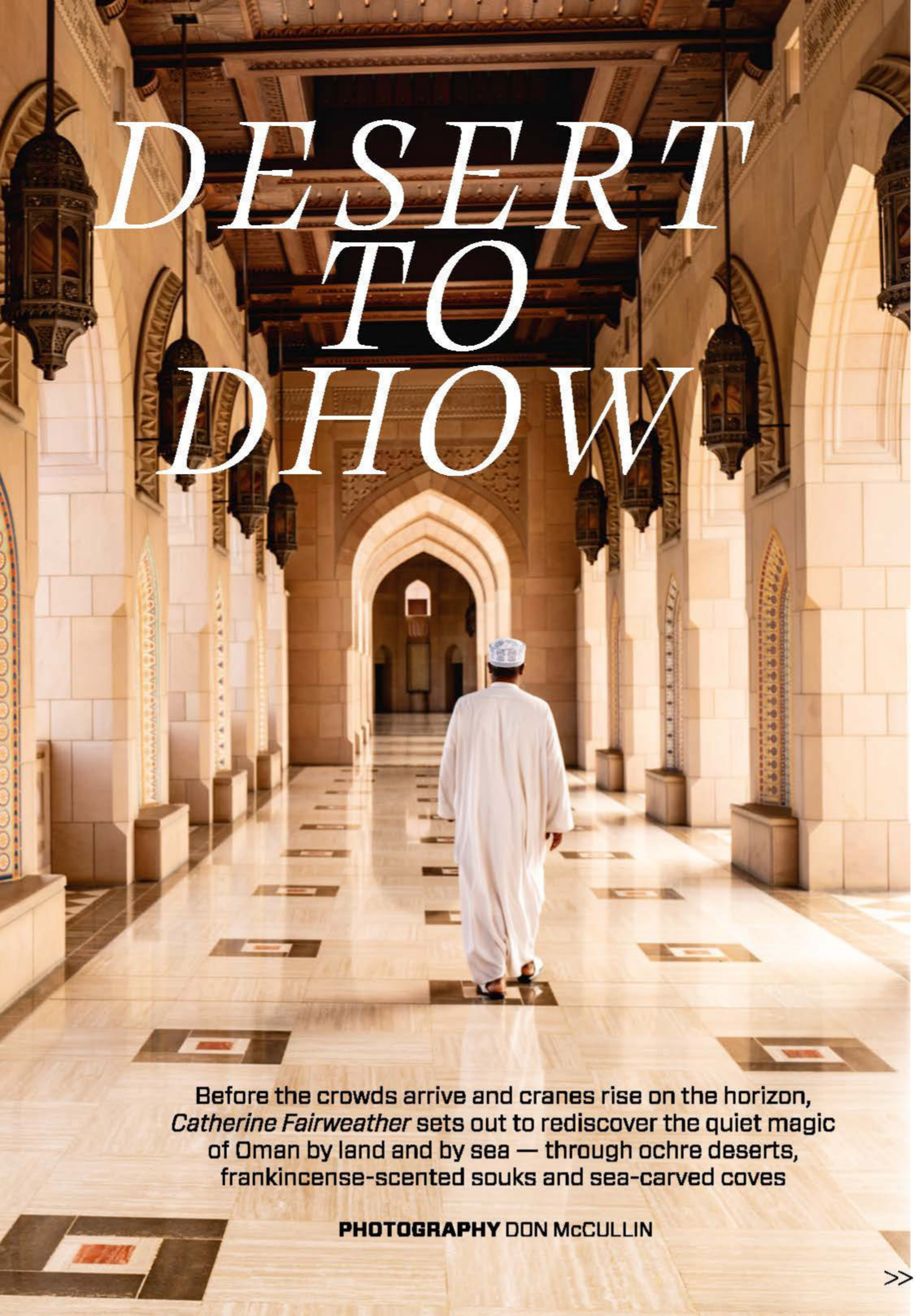
Where is it?
Located 20 nautical miles south-east of Amalfi, the Savoy Hotel & Spa offers a sanctuary where guests can enjoy the coast without the crowds. Between the beach and the Paestum Archaeological Park, the refurbished Holos Spa lies at the base of the hotel and encompasses more than 7,500 square feet of low-lit treatment rooms.

What's the hype?
Calm washes over you before you pass the Holos Spa reception. The scents of sandalwood and ylang ylang fill the relaxation nooks where you can bring your book or simply curl up on one of the beds. At the spa's heart is a temperature-controlled pool, with massaging water-jets to treat inflammation and aid muscle repair. In the main spa area is a salt float, where you can bob away any remaining stress.

What to have?
Harnessing Paestum's local ingredients, treatments at the Holos Spa involve buffalo milk, grapes and olive oil from the estate. The Unique Massage Experience begins with heated extra virgin olive oil infused with mulberry essence. Treatment incorporates stretching, targeting the neck and upper back, before you are wrapped in warm towels with pressure point techniques.

Best by boat
Beach Club 93, the hotel's private beach club and restaurant, can be accessed via tender. A brief buggy ride will transport guests to the spa. *paganopaestum.it*

The marketplace in Nizwa, the capital of Oman in the 6th and 7th centuries. Right: the Sultan Qaboos Grand Mosque in Muscat, Oman's largest mosque



DESERT TO DHOW

Before the crowds arrive and cranes rise on the horizon, *Catherine Fairweather* sets out to rediscover the quiet magic of Oman by land and by sea — through ochre deserts, frankincense-scented souks and sea-carved coves

PHOTOGRAPHY DON McCULLIN

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I

I wrote my introduction to Oman for the travel anthology Wild Women more than 10 years ago. I had not been back to the country since. We touch down at the new international airport, a landmark of progressive design with glazed skylights to filter the harsh Arabian sun and the country's largest living wall. Our guide, Ali Al Jufaili, is waiting, immaculate in a white dishdasha, and we hightail off the six-lane city highway, or "Street" as it is eccentrically called, on the 34-mile Muscat Expressway straight into the once inaccessible hinterland. The seventh and former capital, Nizwa, sits at the crossroads of the historic caravan routes reaching into the desert and the looming Western Hajar mountains.

Just a generation ago, the only strip of asphalt out of Muscat was the 2.5 miles that rolled out of the Sultan's palace. Today, Oman boasts 1,988 miles of tarmac. On the airport approach, celebratory curbsides and roundabouts are studded with fountains and the floral displays beloved by the late Sultan Qaboos. Flowers were his passion alongside horses, astronomy and opera; he built and bequeathed to the nation the grandest Opera House in Arabia. He died in 2020, lauded for his enlightened leadership; for bringing Oman out of medieval isolationism and into the modern world. He abolished slavery, educated the populace and built hundreds of schools and hospitals, Al Jufaili tells us proudly. "If Oman plays an important role today in the global green economy and is a leader in the field of sustainable hydrogen energy, it is thanks to Sultan Qaboos," he adds, aglow with that sense of national belief that is remarkable in Oman.

We reach Nizwa in the early evening, in time for Al Jufaili to find a mosque to perform the Friday prayer. The historic seat of the imams, the former capital was so extremely conservative that is was considered too dangerous to visit in the late 1940s, even for an adventurous explorer like Wilfred Thesiger. Any symbols of westernization were unwelcome, including sunglasses and Coca-Cola. The fizzy drink is still not available, and it continues to be "men only" at the Friday goat market, where, at dawn, weather-beaten farmers and mustachioed tribesmen with khanjar daggers strapped to their waists pile in from the countryside to sell prize rams, lambs and bulls. As they sit around the open enclosure, the trick is to keep a poker face. Other sections of the market are dedicated to the items Omani society sets store by: guns, daggers, dates and coffee. The arms – an intrinsic symbol of Omani manhood – fly off the stands like hotcakes. Dates, the desert's 6,000-year-old bounty upon which the power of this former capital was built, are used to smooth the wheels of social interaction. They are like a handshake, served at funerals, weddings or business meetings. But between thimbles of cardamom coffee, I dither over which of the 80 varieties to taste. The date palm's stamen, which contains the pollen, is a precious graft, wrapped in a twisted palm frond to look like a unicorn's horn. It is weighed in the hands and wielded above the head in fevered, if good-humored, bartering amid wafts of singed meat and burning incense. The resin from the Boswellia sacra tree – frankincense – growing uniquely in southern Oman and Yemen, was once more expensive than gold. I buy bag loads of the ivory-tinted granules as presents to throw on an open hearth.

Before venturing back to Oman's intriguing coast, we are staying at Bait Almuallem, an old, restored mansion house, reinvented as the Nomad Inn, 93 miles by road from the Muscat coastline. Those visiting by superyacht can quite easily make the transition inland by dropping anchor between Muscat and Al Sawadi and making the direct journey into Nizwa. The inn lay, until recently, like the rest of Nizwa's

Left: Ibra, a modern reincarnation of the traditional dhow. Below: Bait Almualllem, an inn in Nizwa's historic center. Bottom: men at the market and women within the walls of Nizwa, a palm-treed oasis surround by the Hajar mountains

HISTORICALLY, THE DHOW WAS INTEGRAL TO THE SPREAD OF THE OMANI EMPIRE

>>

historic center, as an abandoned ruin. There are more upmarket choices around, including Six Senses Zighy Bay and Jumeirah Muscat Bay (with superyacht access), but you won't find something as authentic and pleasant in the historic center. The resurrection of the 656-foot ancient wall encircling these crumbling houses is an obvious commitment to keeping history and heritage alive. The inn's rammed-earth structure, narrow windows and internal courtyards naturally regulate temperature in an architecture that blends seamlessly into the landscape, unrolling from below our roof terrace to the Hajar mountains. Ancient systems and networks of canals called aflaj use gravity to irrigate the surrounding palm groves and communities. These are recognized as World Heritage, worthy of UNESCO protection. The mansion is an extension of the ancient walls that adjoin Nizwa's famous 17th-century castle-fort, where marauders were once kept out with boiling date-syrup poured down through the "murder holes."

On this holiday Friday, the sun that sets on the honeyed stone is thankfully more welcoming to the urban weekenders who descend in droves to stroll the ramparts, linger at the cafés and line up at the halwa stalls with the schoolchildren from the local Qur'an school. Nizwa comes alive at dusk with lanterns sparking in the ornate wall niches. But before midnight, when the streets empty, the silence that falls is absolute. It is lifted by the 5am call to prayer, when startled sparrows take flight.

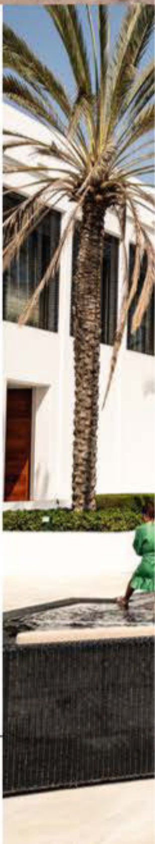
It is not only Nizwa that enjoys the Sultanate's enthusiastic investment in hospitality – an effort to substitute the inevitably dwindling oil and gas reserves. While skyscrapers and high rises are prohibited in the capital, the entire swathe of coastline running 30 miles from Bandar Al Khairan to Muscat is set to become shoulder-to-shoulder luxury resorts.

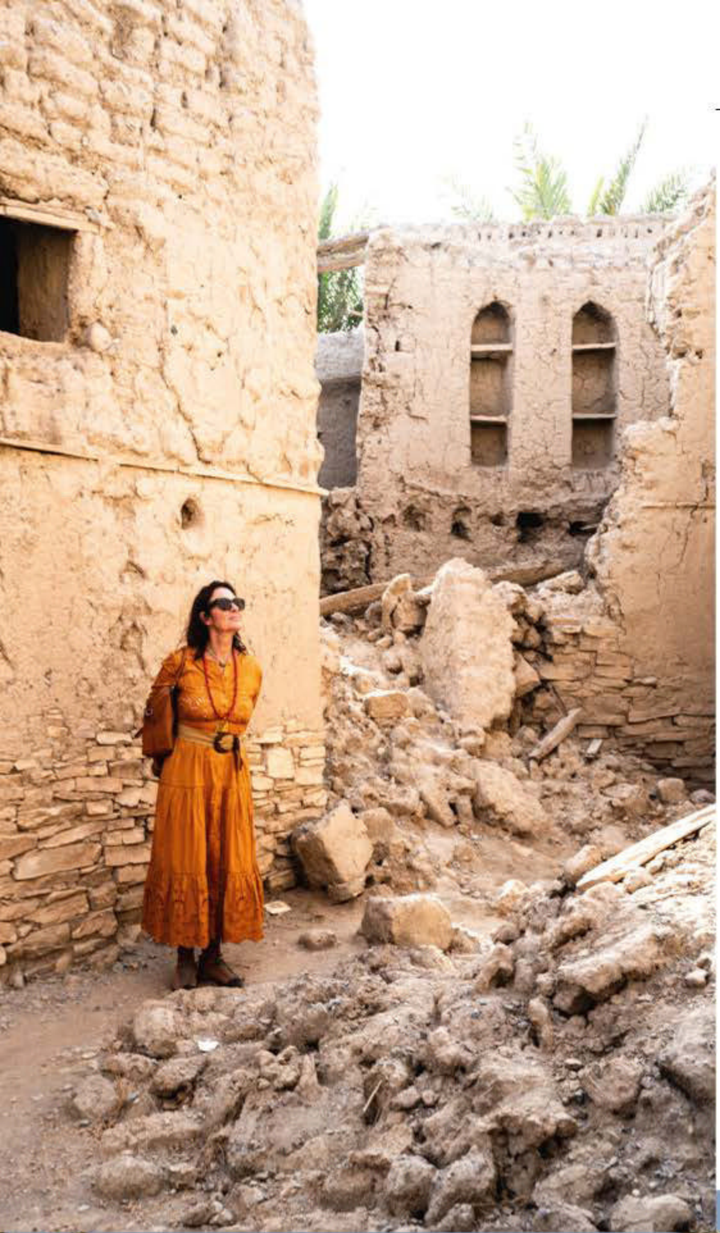
To experience the coastline, it's best to be on the water looking back, so we head to Bandar Al Khairan to board the dhow *Ibra*. Historically, the dhow with its squared-off stern, lateen sails and wooden hull were integral to the spread of the Omani empire, on the trade routes between Africa, India and farther east. *Ibra*, a sleek and sophisticated reincarnation, is the latest passion project of Millfield-educated, HH Sayyid Taimur bin Shabib Al Said, a relation of the late Sultan. The head of Hud Hud, Oman's leading purveyor of private tented camps and expeditions, Al Said acknowledges that dhow charters are a departure from his script. He wanted to pay homage both to cherished memories of childhood vacations afloat and to the extraordinary maritime heritage of Oman.

Ibra is a grand proposition, a new concept for Oman; a modernized, yet authentic dhow that is more of a superyacht. Available for charter with a crew of five, *Ibra* is a 105-foot vessel, with cocoa-colored hull and creamy double decks.

When our scuba-diving adventure to the marine reserve of the outlying Dimaniyat Islands is scuppered due to rough seas, we explore the calm inlets of the Bandar Al Khairan instead. On my stand-up paddleboard, I can see hawksbill turtles somersault in the clear water below, coming close enough to touch when I jump in with a mask and snorkel. We enjoy a candlelit dinner on *Ibra*'s decks, suspended magically in a puddle of light that makes the surrounding inky sea and shadows of the rocky promontory, 95 million years old, seem blacker. But when the vast Anantara resort opens next year at Bandar Al Khairan – another pearl on the necklace that strings a JW Marriott, Kempinski, Shangri La, Mandarin Oriental

Below: Ramadan banquet set on the lawn of The Chedi Muscat. Right: Catherine Fairweather in Nizwa. Bottom left: man at the market examining the date palm stamen. Bottom right: The Chedi Muscat, built in 2002, was the city's first destination resort



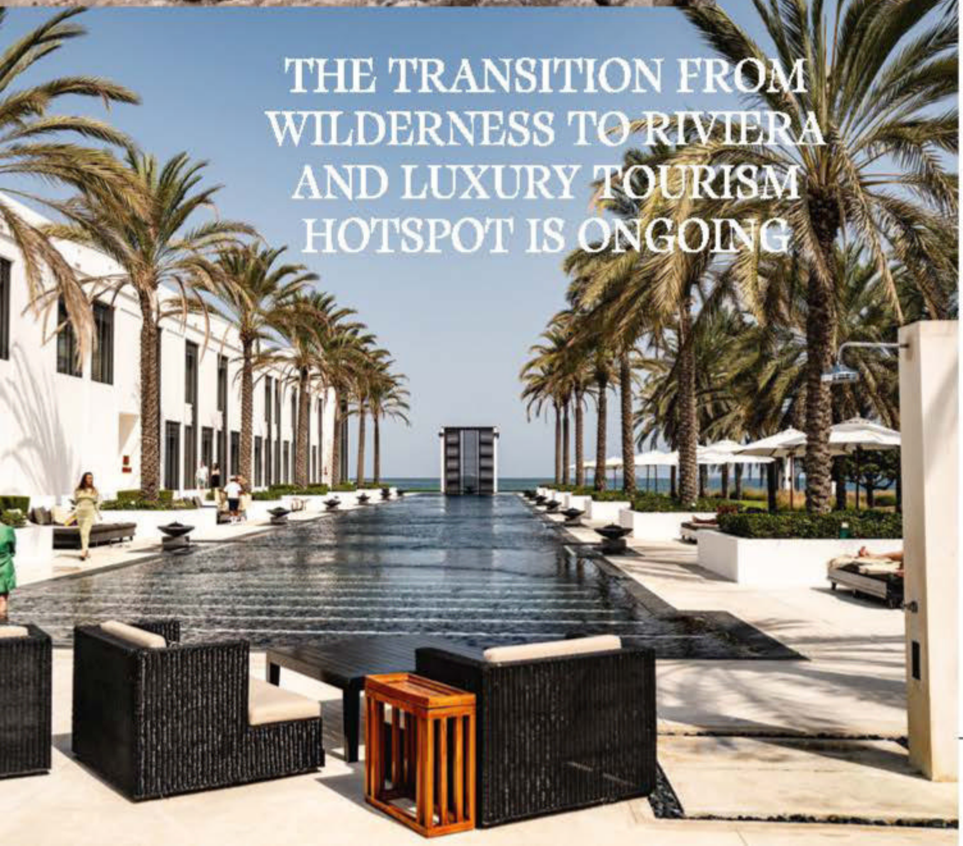


together along this coast – will that sense of glorious isolation be forever lost? A yacht still seems the best way to combat the notion.

For Oman, the transition from rugged wilderness to lively riviera and luxury tourism hotspot, from backwater to vital geopolitical hub, is rapid and ongoing. In 2002, when the flagship Chedi Muscat was built on Al Ghubra beach outside Muscat as the city's first destination resort, blending modern and low-slung traditional design, there were only a few fishing shacks and seagulls for neighbors. Today, from my sumptuous Chedi beach bed, I watch Boeings take off over the shoreline.

And yet the appeal of Oman, which is indeed the appeal of The Chedi, is the sense of essential timelessness and remove; the strength of an identity rooted in heritage and tradition.

It is Ramadan, and Muscatites are pouring into The Chedi for the break of fast. The crepuscular space of the vast domed entrance has all the hallucinatory quality of an opium dream, enhanced by the frankincense-filled air and reflective black-oxide floor that is like walking on water. The Ramadan banquet is set out on a festive lawn strung with fairy lights, ring-fenced with flares and water. Jean-Michel Gathy's design, which echoes the irrigation channels or aflaj of the ancients, is all about water; pooling into lotus-fringed ponds, spouting into fountains and flowing like a stream beneath stepping-stone walkways. In the seething cauldron of discontent that is currently the Middle East, The Chedi is perhaps that ultimate oasis and Oman the refuge and bastion of calm that we are looking for. But I remain convinced that traveling these ancient shores by superyacht (or dhow) and ducking into the desert to experience the clamor of the culture is the best way to visit Oman. □



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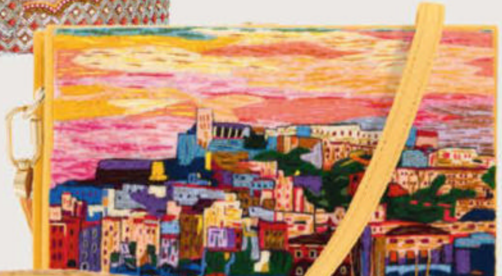

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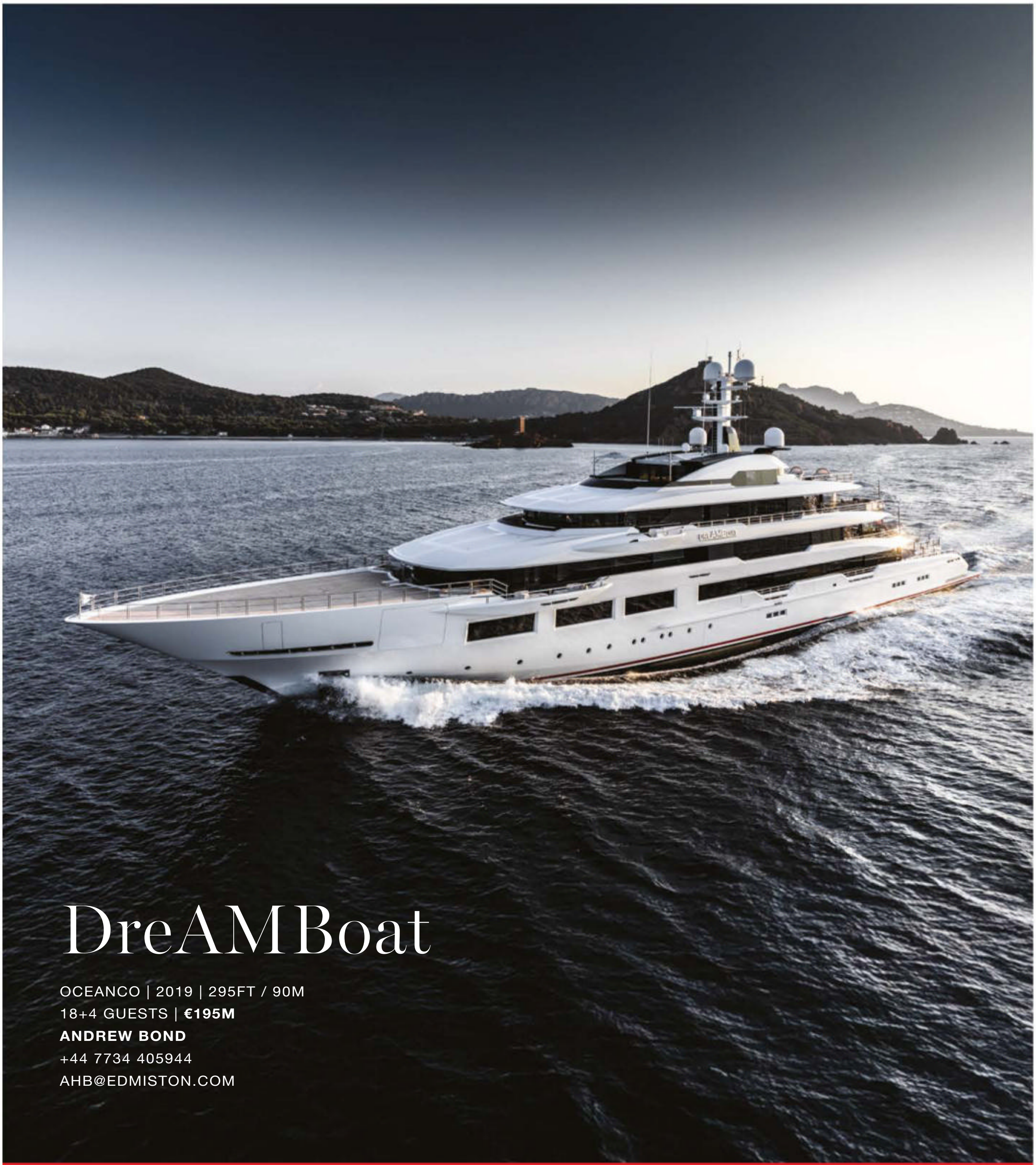

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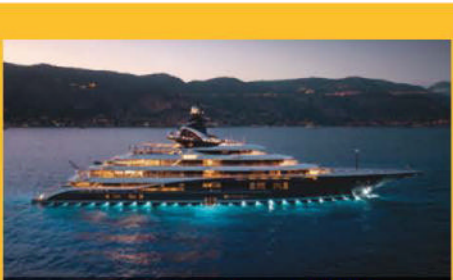
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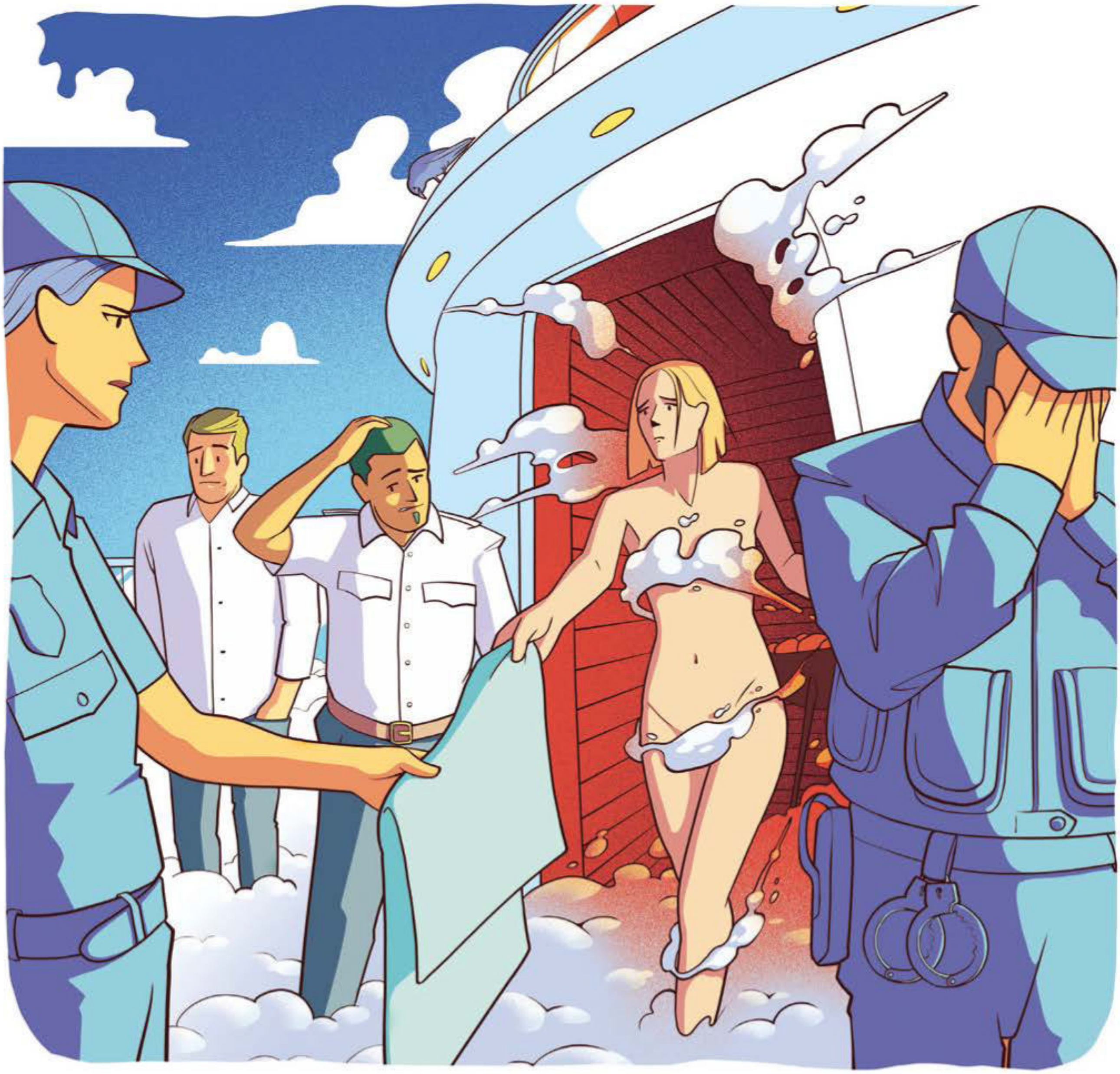
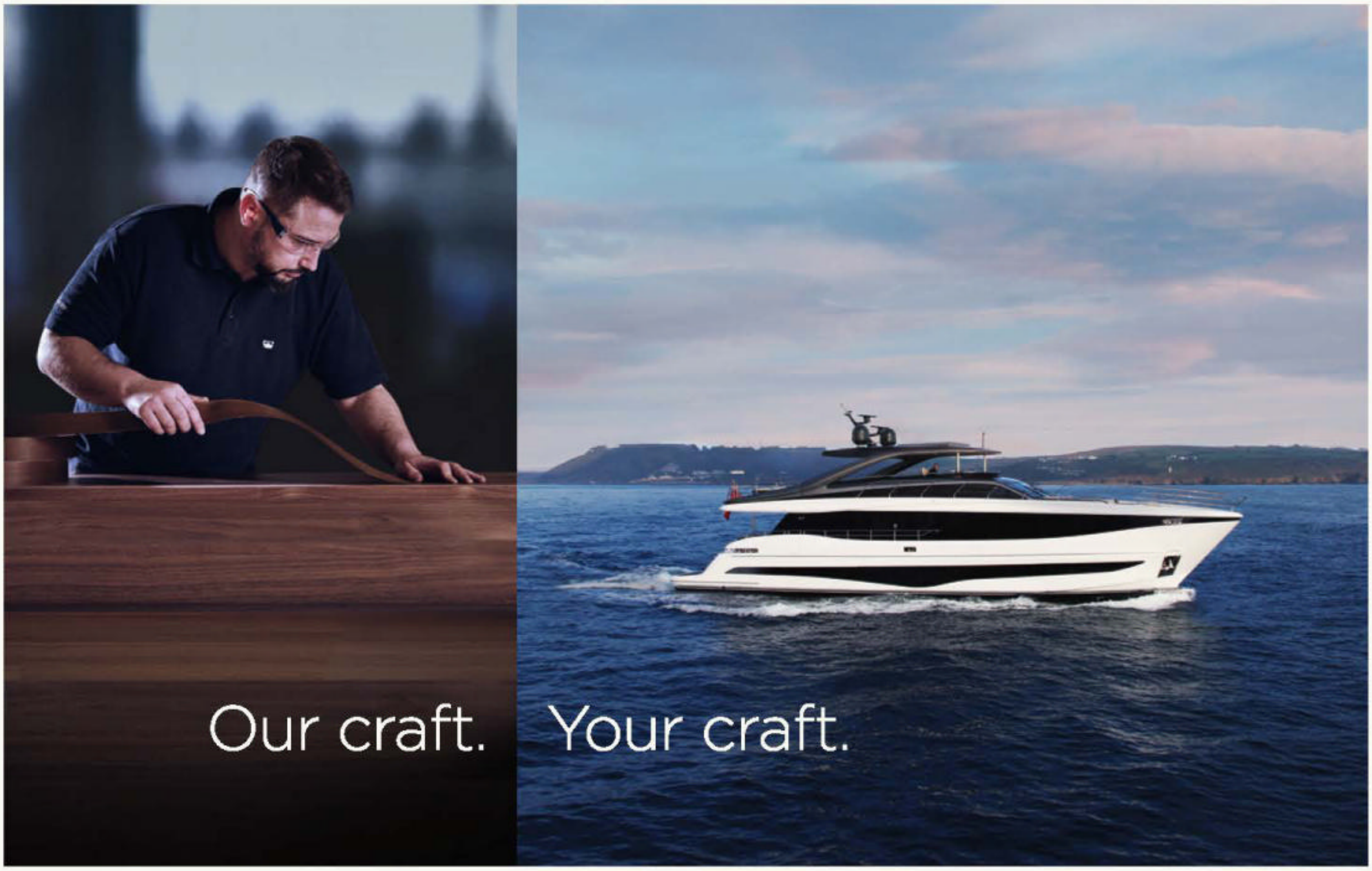


"Our crew member discovered a young woman naked and asleep in the beach-club sauna"

We once had an unusual incident while anchored in a bay in beautiful Sydney Harbour, Australia. During his morning rounds, our crew member discovered a young woman naked and asleep in the beach-club sauna! The captain contacted me to ask if I knew her, which, I was glad to say, I didn't. As a precaution, he decided to call the water police, but thankfully the situation was entirely innocent. It turned out she was a German backpacker who had swum from the beach the previous night and underestimated the distance. We provided her with some clothes, and the police took her home. It's not every day that a superyacht has a stowaway! □

As told to Charlotte Hogarth-Jones. Illustration by Dr. COLOD. Do you have a tale to tell? Send your story to thebitterend@boatinternationalmedia.com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